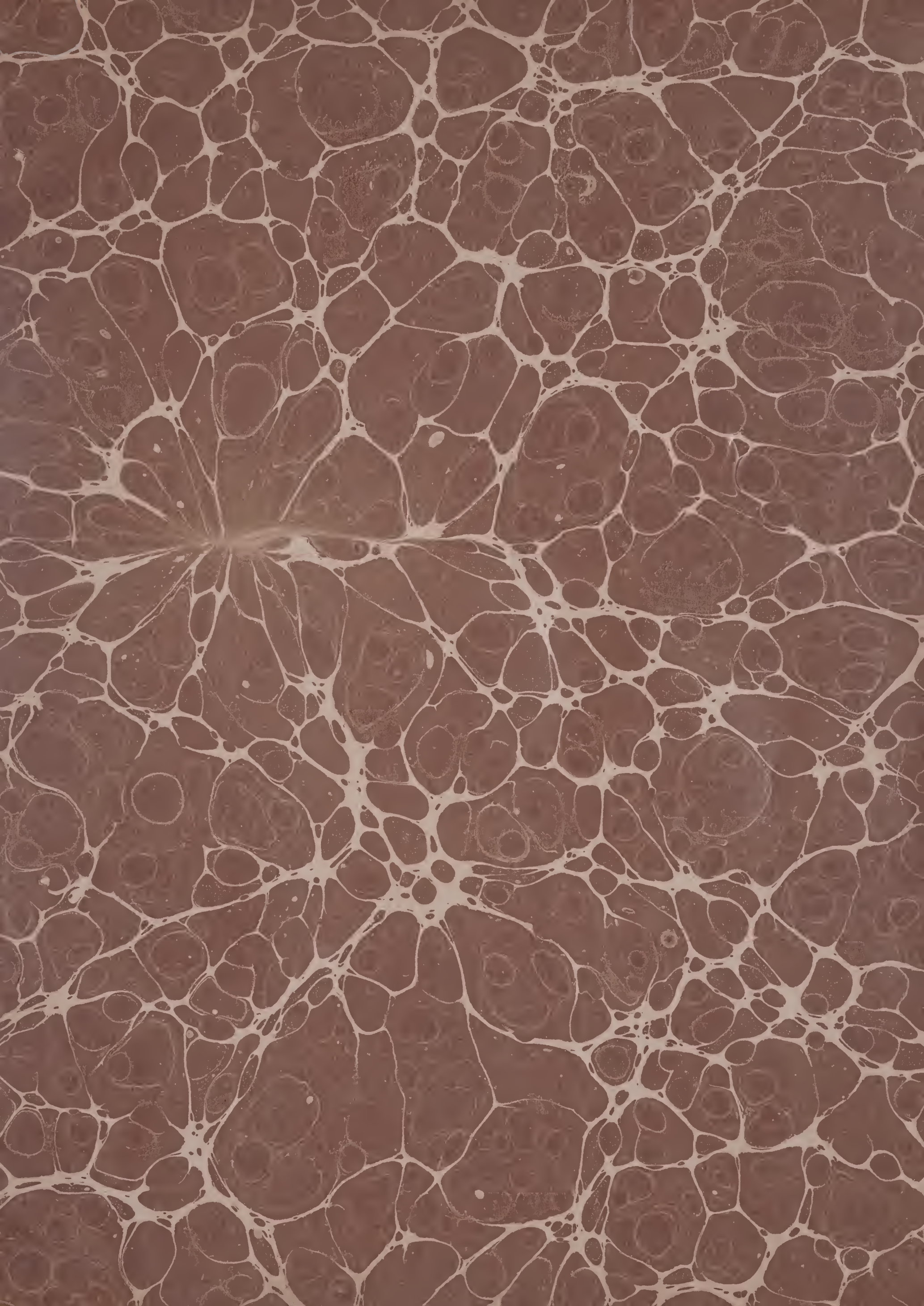


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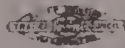
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# Basic Statistical Tables

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Forma "exhibit no. 44" of Eastern Locomotive Firemen's Association  
of 1913 of this year

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# Basic Statistical Tables

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### Disclosure of Net Receipts.

## General Tables



# APPENDIX A.

## THE INCREASED PRODUCTIVE EFFICIENCY OF FIREMEN.

The following series of tables show in detail the data relative to the increased productive efficiency and work required of firemen during the period 1912-1902, which has already been presented in a more general form in Part I. It is here set forth according to railroads engaged in the present proceedings. The totals for all railroads are also compared.

The first table presented shows the increase in combined tractive power of locomotives during the past eleven years. For all railroads combined it has been 120.69 per cent. As can be seen from the table, this remarkable increase in average tractive power of locomotives for all the transportation companies is greatly exceeded by some of the carriers. The table follows:

### INCREASE IN TRACTIVE POWER OF SINGLE EXPANSION LOCOMOTIVES (Pounds) 1912 over 1902.

*By Selected Railroads.*

Railroads.	Number.	Per Cent.
Baltimore and Ohio } .....	50,802,223	218.51
Baltimore and Ohio Southwestern } .....		
Boston and Maine .....	11,654,606	80.17
Buffalo, Rochester and Pittsburgh .....	4,978,561	107.21
Central New England .....	1,132,623	235.30
Central Railroad of New Jersey.....	4,033,676	48.05
Chicago, Indiana and Southern .....	<i>a</i>	.....
Chicago, Terre Haute and Southeastern.....	<i>b</i>	.....
Cincinnati, Hamilton and Dayton .....	5,520,427	4019.12
Cincinnati Northern .....	<i>c</i>	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis.....	18,442,152	228.80
Dayton and Union .....	25,570	37.88
Delaware and Hudson .....	6,669,804	88.26
Delaware, Lackawanna and Western.....	7,272,395	53.02
Detroit, Toledo and Ironton.....	<i>d</i>	.....
Erie .....	21,579,740	100.68
Grand Rapids and Indiana.....	780,627	49.50
Hocking Valley .....	2,173,606	86.45
Indiana Harbor Belt .....	<i>e</i>	<i>e</i>
Kanawha and Michigan .....	1,437,656	228.49
Lake Erie and Western.....	2,113,631	133.04
Lake Shore and Michigan Southern.....	21,077,308	163.95
Lehigh Valley .....	13,190,523	105.15
Long Island .....	1,492,390	57.64
Maine Central .....	2,240,292	78.45
Michigan Central .....	8,064,612	110.37
Monongahela .....	<i>f</i>	.....
New Jersey and New York.....	308,810	545.60
New York Central and Hudson River.....	38,683,417	115.44
New York, Chicago and St. Louis.....	2,332,643	76.92
New York, New Haven and Hartford.....	10,349,500	64.51
New York, Philadelphia and Norfolk.....	778,725	480.64
New York, Susquehanna and Western.....	325,938	27.34
Pennsylvania Lines (East of Pittsburgh).....	63,366,289	114.35
Pennsylvania Lines (West of Pittsburgh).....	28,370,827	206.74
Philadelphia and Reading .....	<i>e</i>	<i>e</i>
Rutland .....	984,698	82.18
Toledo, Peoria and Western.....	153,979	26.37
Toledo, St. Louis and Western.....	914,530	56.04
Vandalia .....	<i>g</i>	.....
Western Maryland .....	5,832,227	403.88
Wheeling and Lake Erie.....	2,901,279	127.41
Wabash Pittsburgh Terminal .....	<i>h</i>	.....
West Side Belt .....	116,058	805.96
Total.....	337,501,616	120.69

*a* Organized April, 1906.

*b* Organized in 1910.

*c* Information not available in proper form.

*d* Organized in May, 1905.

*e* Information not available.

*f* Began operation August, 1903.

*g* Consolidated December 1904.

*h* Organized in May, 1904.







During the period 1902-1912 there have also been large additions to the average capacity of box and coal cars used in transporting freight. This fact is set forth according to railroads in the table which is next presented. The totals for all roads, owing to pressure of time, have not been computed, but the remarkable increase in carrying capacity of this class of equipment may be readily seen from a glance at the figures shown for the several railroads.

INCREASE IN AVERAGE CAPACITY OF BOX CARS AND COAL CARS  
In 1912 as Compared with 1902.

*By Selected Railroads.*

Railroads.	Box Cars.		Coal Cars.	
	Increase in Average Capacity (Tons).	Per Cent of Increase.	Increase in Average Capacity (Tons).	Per Cent of Increase.
Baltimore and Ohio	4.6	16.08	10.5	30.79
Baltimore and Ohio Southwestern				
Boston and Maine	8.4	38.53	10.5	52.76
Buffalo, Rochester and Pittsburgh...	6.7	25.19	9.7	30.12
Central New England	3.5	16.51	3.7	14.74
Central Railroad of New Jersey....	3.6	13.64	10.8	35.18
Chicago, Indiana and Southern.....	...	.....	.....	.....
Chicago, Terre Haute and South-eastern.....	...	.....	.....	.....
Cincinnati, Hamilton and Dayton...	...	.....	.....	.....
Cincinnati Northern	5.5	23.40	3.7	15.88
Cleveland, Cincinnati, Chicago and St. Louis	5.6	20.51	8.5	25.07
Dayton and Union	...	.....	.....	.....
Delaware and Hudson	5.3	21.99	8.4	26.33
Delaware, Lackawanna and Western	4.3	16.73	9.1	32.73
Detroit, Toledo and Ironton.....	...	.....	.....	.....
Erie	8.4	31.70	16.4	59.85
Grand Rapids and Indiana	...	.....	.....	.....
Hocking Valley	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Indiana Harbor Belt	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Kanawha and Michigan	...	.....	.....	.....
Lake Erie and Western	8.7	35.51	11.9	67.61
Lake Shore and Michigan Southern.	8.9	31.23	12.7	37.35
Lehigh Valley	4.2	14.58	10.0	33.11
Long Island	10.4	45.61	<i>a</i>	<i>a</i>
Maine Central	...	.....	.....	.....
Michigan Central	9.3	35.50	23.8	111.21
Monongahela	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
New Jersey and New York.....	8.8	41.51	<i>a</i>	<i>a</i>
New York Central and Hudson River	9.0	34.09	10.6	34.08
New York, Chicago and St. Louis..	10.3	42.39	11.2	41.33
New York, New Haven and Hartford	8.2	36.61	11.3	44.84
New York, Philadelphia and Norfolk	...	.....	.....	.....
New York, Susquehanna and Western	2.2	9.95	23.8	104.39
Pennsylvania Lines (East of Pittsburgh)	7.6	21.71	15.0	46.73
Pennsylvania Lines (West of Pittsburgh)	9.1	30.85	12.0	34.19
Philadelphia and Reading	6.2	24.22	7.1	24.91
Rutland	...	.....	.....	.....
Toledo, Peoria and Western.....	...	.....	.....	.....
Toledo, St. Louis and Western....	5.8	22.22	9.5	38.0
Vandalia	...	.....	.....	.....
Western Maryland	...	.....	.....	.....
Wheeling and Lake Erie.....	4.6	19.01	6.3	20.86
Wabash Pittsburgh Terminal.....	<i>b</i>	.....	.....	.....
West Side Belt	<i>a</i>	<i>a</i>	33.0	347.37
Total.....	...	.....	.....	.....

*a* Information not available.  
*b* Organized in May, 1904





The increase in ton mileage during the 11 years 1902-1912 for all the railroads has been 62.90 per cent, and for the greater number of individual roads the increase has been much greater. These facts are set forth in the table below, which shows by railroads the increase in the number of tons carried one mile in 1912 as compared with 1902.

# INCREASE IN TONS CARRIED ONE MILE

1912 over 1902.

*By Selected Railroads.*

Railroads,	Number,	Per Cent.
Baltimore and Ohio Southwestern } .....	4,994,891,017	66.64
Baltimore and Ohio } .....		
Boston and Maine .....	840,628,781	51.88
Buffalo, Rochester and Pittsburgh .....	689,274,765	67.91
Central New England .....	216,931,848	996.57
Central Railroad of New Jersey.....	891,005,900	67.54
Chicago, Indiana and Southern.....	<i>a</i>	.....
Chicago, Terre Haute and Southeastern.....	<i>b</i>	.....
Cincinnati, Hamilton and Dayton.....	731,071,012	118.95
Cincinnati Northern .....	<i>c</i>	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis.....	1,721,802,920	85.56
Dayton and Union .....	—510,685	—18.51
Delaware and Hudson .....	1,406,997,993	115.32
Delaware, Lackawanna and Western.....	1,468,927,436	68.63
Detroit, Toledo and Ironton.....	<i>d</i>	.....
Erie .....	1,746,684,766	42.29
Grand Rapids and Indiana .....	156,164,610	55.75
Hocking Valley .....	373,700,163	37.24
Indiana Harbor Belt .....	<i>e</i>	<i>e</i>
Kanawha and Michigan .....	485,199,902	252.79
Lake Erie and Western .....	223,964,589	48.85
Lake Shore and Michigan Southern.....	2,283,354,826	57.70
Lehigh Valley .....	1,366,192,597	39.96
Long Island .....	44,829,523	88.14
Maine Central .....	282,054,549	85.35
Michigan Central .....	1,053,569,836	53.02
Monongahela .....	<i>f</i>	.....
New Jersey and New York.....	1,384,593	46.55
New York Central and Hudson River.....	3,260,437,183	50.88
New York, Chicago and St. Louis.....	642,415,725	51.51
New York, New Haven and Hartford.....	898,495,893	62.20
New York, Philadelphia and Norfolk.....	228,837,830	171.83
New York, Susquehanna and Western.....	19,185,255	13.75
Pennsylvania Lines (East of Pittsburgh).....	7,418,985,381	56.66
Pennsylvania Lines (West of Pittsburgh).....	3,136,256,746	79.40
Philadelphia and Reading .....	1,948,933,626	68.53
Rutland .....	85,042,257	54.65
Toledo, Peoria and Western.....	49,599	0.09
Toledo, St. Louis and Western.....	236,407,241	66.06
Vandalia .....	<i>g</i>	.....
Western Maryland .....	743,141,625	281.93
Wheeling and Lake Erie.....	593,204,657	101.88
Wabash Pittsburgh Terminal .....	<i>h</i>	.....
West Side Belt .....	32,109,900	5,945.88
Total.....	40,221,623,859	62.90

*a* Organized April, 1906.

*b* Organized in 1910.

*c* Information not available in proper form.

*d* Organized May, 1905.

*e* Information not available.

*f* Began operation August, 1903.

*g* Consolidated December, 1904.

*h* Organized May, 1904.

— Minus sign indicates decrease.





By the increase in drawing power of locomotives and in the capacity of freight cars, it has been possible to add greatly to the average freight train load during the past 11 years. For the railroads engaged in the present proceedings as a whole this advance in the average number of ton miles per freight train mile has been 35.13 per cent during the period 1902-1912. In the case of many of the transportation companies the increase in the weight of the freight train load has been much greater, as can be readily seen from the table which is submitted below.

INCREASE IN TON MILES PER FREIGHT TRAIN MILE

1912 over 1902.

*By Selected Railroads.*

Railroads.	Number.	Per Cent.
Baltimore and Ohio		
Baltimore and Ohio Southwestern } .....	148.14	36.44
Boston and Maine .....	63.46	31.51
Buffalo, Rochester and Pittsburgh.....	223.80	52.83
Central New England .....	204.40	194.61
Central Railroad of New Jersey.....	74.28	16.90
Chicago, Indiana and Southern .....	<i>a</i>	.....
Chicago, Terre Haute and Southeastern.....	<i>b</i>	.....
Cincinnati, Hamilton and Dayton.....	192.36	58.51
Cincinnati Northern .....	<i>c</i>	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis.....	117.84	35.47
Dayton and Union .....	-16.89	-17.87
Delaware and Hudson .....	130.99	37.85
Delaware, Lackawanna and Western.....	199.36	53.21
Detroit, Toledo and Ironton .....	<i>d</i>	.....
Erie .....	<i>e</i>	<i>e</i>
Grand Rapids and Indiana.....	65.75	28.80
Hocking Valley .....	186.74	28.08
Indiana Harbor Belt .....	<i>e</i>	<i>e</i>
Kanawha and Michigan .....	362.63	90.98
Lake Erie and Western.....	47.42	15.60
Lake Shore and Michigan Southern.....	98.07	17.19
Lehigh Valley .....	91.72	19.65
Long Island .....	37.33	31.01
Maine Central .....	24.68	10.91
Michigan Central .....	140.12	47.87
Monongahela .....	<i>f</i>	.....
New Jersey and New York.....	19.17	20.21
New York Central and Hudson River.....	97.14	28.44
New York, Chicago and St. Louis.....	38.79	12.27
New York, New Haven and Hartford.....	24.17	34.09
New York, Philadelphia and Norfolk.....	259.92	58.38
New York, Susquehanna and Western.....	91.46	42.16
Pennsylvania Lines (East of Pittsburgh).....	174.66	34.82
Pennsylvania Lines (West of Pittsburgh).....	116.55	28.68
Philadelphia and Reading .....	226.57	80.30
Rutland .....	74.35	38.83
Toledo, Peoria and Western.....	61.33	51.96
Toledo, St. Louis and Western.....	126.71	44.37
Vandalia .....	<i>g</i>	.....
Western Maryland .....	145.65	44.91
Wheeling and Lake Erie.....	272.79	63.53
Wabash Pittsburgh Terminal .....	<i>h</i>	.....
West Side Belt .....	552.28	1,184.39
Total.....	135.43	35.13

*a* Organized in April, 1906.  
*b* Organized in 1910.  
*c* Information not available in proper form.  
*d* Organized in May, 1905.  
*e* Information not available.  
*f* Began operation August, 1903.  
*g* Consolidated December, 1904.  
*h* Organized in May, 1904.  
— Minus sign indicates decrease.





As the result of the great additions to the average freight train load during recent years, it has been possible to move the large increase in ton miles with a comparatively less increase in freight train miles, or, in other words, although ton mileage for all the carriers parties to the present proceedings has advanced 62.90 per cent during the past 11 years, freight train mileage has increased only 19.36 per cent during the same period. This condition of affairs has obviously resulted in great savings in the cost of conducting transportation. In the table below, the increase in the average number of freight train miles in 1912 over 1902 is shown by railroads.

# INCREASE IN FREIGHT TRAIN MILES

1912 over 1902.

*By Selected Railroads.*

Railroads.	Number.	Per Cent.
Baltimore and Ohio Southwestern } Baltimore and Ohio	3,621,496	19.64
Boston and Maine .....	1,223,480	15.57
Buffalo, Rochester and Pittsburgh.....	250,965	10.67
Central New England .....	539,110	345.20
Central Railroad of New Jersey.....	1,357,531	47.23
Chicago, Indiana and Southern.....	<i>a</i>	.....
Chicago, Terre Haute and Southeastern.....	<i>b</i>	.....
Cincinnati, Hamilton and Dayton.....	654,056	36.96
Cincinnati Northern .....	<i>c</i>	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis.....	2,197,724	36.28
Dayton and Union .....	—228	— .78
Delaware and Hudson .....	2,241,091	69.93
Delaware, Lackawanna and Western.....	512,093	8.99
Detroit, Toledo and Ironton.....	<i>d</i>	.....
Erie .....	76,517	.71
Grand Rapids and Indiana .....	211,356	17.88
Hocking Valley .....	140,494	9.71
Indiana Harbor Belt .....	<i>e</i>	<i>e</i>
Kanawha and Michigan .....	408,001	84.73
Lake Erie and Western .....	339,530	22.94
Lake Shore and Michigan Southern.....	2,365,267	34.09
Lehigh Valley .....	1,015,302	13.86
Long Island .....	177,691	42.06
Maine Central .....	973,310	73.62
Michigan Central .....	240,061	3.81
Monongahela .....	<i>f</i>	.....
New Jersey and New York.....	6,869	21.90
New York Central and Hudson River.....	3,480,346	18.94
New York, Chicago and St. Louis.....	1,379,142	34.95
New York, New Haven and Hartford.....	2,437,381	38.11
New York, Philadelphia and Norfolk.....	214,268	71.62
New York, Susquehanna and Western.....	—140,317	—21.82
Pennsylvania Lines (East of Pittsburgh).....	4,110,733	15.75
Pennsylvania Lines (West of Pittsburgh).....	3,812,436	39.23
Philadelphia and Reading .....	—538,017	—5.52
Rutland .....	164,507	26.29
Toledo, Peoria and Western.....	—106,801	—26.59
Toledo, St. Louis and Western.....	188,269	15.02
Vandalia .....	<i>g</i>	.....
Western Maryland .....	1,153,615	141.95
Wheeling and Lake Erie.....	330,042	24.56
Wabash Pittsburgh Terminal .....	<i>h</i>	.....
West Side Belt .....	48,569	816.70
Total.....	32,119,591	19.36

- a* Organized in April, 1906.
- b* Organized in 1910.
- c* Information not available in proper form.
- d* Organized in May, 1905.
- e* Information not available.
- f* Began operation August, 1903.
- g* Consolidated December, 1904.
- h* Organized in May, 1904.
- Minus sign indicates decrease.





Although ton mileage has increased 62.90 per cent during the period under discussion, the increase in the number of firemen employed by all the railroads has been only 26.32 per cent. The number and percentage of increase or decrease in the number of firemen for each transportation company are also shown in the table which follows:

NUMBER OF FREIGHT FIREMEN.  
(Distribution According to Train Mileage.)

*By Selected Railroads.*

Railroads.	1912.	1902.	Amount of Increase 1912 over 1902.	Per Cent Increase 1912 over 1902.
Baltimore and Ohio	1,899	1,483	416	28.05
Baltimore and Ohio Southwestern				
Boston and Maine	547	481	66	13.72
Buffalo, Rochester and Pittsburgh	a	149	...	...
Central New England	39	7	32	457.14
Central Railroad of New Jersey	282	212	70	33.02
Chicago, Indiana and Southern	59	b	...	...
Chicago, Terre Haute and Southeastern	22	c	...	...
Cincinnati, Hamilton and Dayton	180	109	71	65.14
Cincinnati Northern	21	d	...	...
Cleveland, Cincinnati, Chicago & St. Louis	343	265	78	29.43
Dayton and Union	1	1	0	0.00
Delaware and Hudson	366	185	181	97.84
Delaware, Lackawanna and Western	422	389	33	8.48
Detroit, Toledo and Ironton	44	e	...	...
Erie	742	760	-18	-2.37
Grand Rapids and Indiana	67	53	14	26.42
Hocking Valley	128	140	-12	-8.57
Indiana Harbor Belt	a	a	...	...
Kanawha and Michigan	65	33	32	96.97
Lake Erie and Western	85	68	17	25.00
Lake Shore and Michigan Southern	614	440	174	39.55
Lehigh Valley	635	483	152	31.47
Long Island	18	16	2	12.50
Maine Central	107	69	38	55.07
Michigan Central	427	397	30	7.56
Monongahela	21	f	...	...
New Jersey and New York	2	1	1	100.00
New York Central and Hudson River	1,002	911	91	9.99
New York, Chicago and St. Louis	228	138	90	65.22
New York, New Haven and Hartford	407	323	84	26.01
New York, Philadelphia and Norfolk	34	9	25	277.78
New York, Susquehanna and Western	32	29	3	10.34
Pennsylvania Lines (East of Pittsburgh)	2,167	1,741	426	24.47
Pennsylvania Lines (West of Pittsburgh)	922	615	307	49.92
Philadelphia and Reading	581	518	63	12.16
Rutland	36	45	-9	-20.00
Toledo, Peoria and Western	11	17	-6	-35.29
Toledo, St. Louis and Western	49	48	1	2.08
Vandalia	112	g	...	...
Western Maryland	215	48	167	347.92
Wheeling and Lake Erie	152	76	76	100.00
Wabash Pittsburgh Terminal	7	h	...	...
West Side Belt	6	1	5	500.00
Total	13,097 k12,811	10,260 m10,111	2,700	26.32

- a Information not available.  
b Company organized April, 1906.  
c Company organized in 1910.  
d Information not available in proper form.  
e Company organized in May, 1905.  
f Began operations August, 1903.  
g Company consolidated December, 1904.  
h Company organized in May, 1904.  
k Excluding roads not shown in 1902.  
m Excluding roads not shown in 1912.  
— Minus denotes decrease.





The increase in productive efficiency of freight firemen during the period 1902-1912 is at once manifest from an examination of the table below, which shows by railroads the increase in the number of ton miles per freight fireman in 1912 as compared with 1902.

# INCREASE IN TON MILES PER FREIGHT FIREMAN, 1912 OVER 1902.

(Distributed According to Train Mileage.)

*By Selected Railroads.*

Railroads.	Tons.	Per Cent.
Baltimore and Ohio	1,523,065	30.13
Baltimore and Ohio Southwestern }		
Boston and Maine	1,130,333	33.55
Buffalo, Rochester and Pittsburgh.....	a	a
Central New England	3,010,802	96.82
Central Railroad of New Jersey.....	1,614,858	25.95
Chicago, Indiana and Southern	b	b
Chicago, Terre Haute and Southeastern.....	c	c
Cincinnati, Hamilton and Dayton.....	1,837,488	32.59
Cincinnati Northern	d	d
Cleveland, Cincinnati, Chicago and St. Louis.....	3,292,938	43.36
Dayton and Union	—510,685	—18.51
Delaware and Hudson	582,894	8.84
Delaware, Lackawanna and Western.....	3,050,616	55.45
Detroit, Toledo and Ironton	e	e
Erie	2,485,846	45.75
Grand Rapids and Indiana	1,226,375	23.20
Hocking Valley	3,591,433	50.11
Indiana Harbor Belt	a	a
Kanawha and Michigan	4,601,205	79.11
Lake Erie and Western.....	1,286,542	19.08
Lake Shore and Michigan Southern.....	1,169,964	13.01
Lehigh Valley	457,119	6.46
Long Island	2,137,336	67.24
Maine Central	935,159	19.53
Michigan Central	2,115,745	42.27
Monongahela	f	f
New Jersey and New York.....	—794,834	—26.72
New York Central and Hudson River.....	2,615,151	37.18
New York, Chicago and St. Louis.....	—749,918	—8.30
New York, New Haven and Hartford.....	1,284,582	28.72
New York, Philadelphia and Norfolk.....	—4,150,234	—28.05
New York, Susquehanna and Western.....	148,478	3.09
Pennsylvania Lines (East of Pittsburgh).....	1,945,163	25.86
Pennsylvania Lines (West of Pittsburgh).....	1,263,052	19.67
Philadelphia and Reading	2,759,149	50.26
Rutland	3,226,782	93.31
Toledo, Peoria and Western.....	1,839,930	54.68
Toledo, St. Louis and Western.....	4,672,476	62.67
Vandalia	g	g
Western Maryland	—808,988	—14.73
Wheeling and Lake Erie.....	72,013	.94
Wabash Pittsburgh Terminal	h	h
West Side Belt	4,901,620	907.65
Total.....	1,773,985	28.50

a Information not available.

b Organized in April, 1906.

c Organized in 1910.

d Information not available in proper form.

e Organized in May, 1905.

f Began operation August, 1903.

g Consolidated December, 1904.

h Organized in May, 1904.

— (Minus sign) indicates decrease.





The increased productive efficiency of firemen has not been attained without additional work. In the table which is next presented, the increase in the amount of coal used by firemen in 1912 as compared with 1902 is shown by railroads.

# INCREASE IN COAL (TONS) CONSUMED PER FIREMAN

In 1912 as Compared with 1902.

*By Selected Railroads.*

Railroads.	Number.	Per Cent.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	421.02	34.09
Boston and Maine .....	537.79	70.76
Buffalo, Rochester and Pittsburgh.....	<i>a</i>	.....
Central New England .....	668.88	48.82
Central Railroad of New Jersey.....	390.23	28.91
Chicago, Indiana and Southern .....	<i>b</i>	.....
Chicago, Terre Haute and Southeastern.....	<i>c</i>	.....
Cincinnati, Hamilton and Dayton.....	368.60	25.52
Cincinnati Northern .....	<i>d</i>	<i>d</i>
Cleveland, Cincinnati, Chicago & St. Louis.....	924.36	48.01
Dayton and Union .....	-181.84	-10.35
Delaware and Hudson .....	492.33	27.50
Delaware, Lackawanna and Western.....	584.93	39.96
Detroit, Toledo and Ironton.....	<i>e</i>	.....
Erie .....	447.44	32.02
Grand Rapids and Indiana .....	522.97	41.34
Hocking Valley .....	448.70	30.01
Indiana Harbor Belt .....	<i>a</i>	.....
Kanawha and Michigan .....	288.81	22.19
Lake Erie and Western .....	<i>a</i>	.....
Lake Shore and Michigan Southern.....	410.75	30.09
Lehigh Valley .....	414.97	26.79
Long Island .....	483.45	47.24
Maine Central .....	353.80	27.90
Michigan Central .....	720.48	69.52
Monongahela .....	<i>f</i>	.....
New Jersey and New York.....	418.96	26.87
New York Central and Hudson River.....	647.72	43.14
New York, Chicago and St. Louis .....	418.08	21.61
New York, New Haven and Hartford .....	302.47	25.01
New York, Philadelphia and Norfolk.....	-609.21	-27.30
New York, Susquehanna and Western.....	-2.61	-0.13
Pennsylvania Lines (East of Pittsburgh).....	264.00	17.84
Pennsylvania Lines (West of Pittsburgh).....	426.53	34.77
Philadelphia and Reading .....	542.52	32.46
Rutland .....	1,057.56	114.05
Toledo, Peoria and Western .....	586.64	39.72
Toledo, St. Louis and Western.....	1,190.79	53.42
Vandalia .....	<i>g</i>	.....
Western Maryland .....	139.73	10.32
Wheeling and Lake Erie.....	-100.26	-6.04
Wabash Pittsburgh Terminal .....	<i>h</i>	.....
West Side Belt .....	1,213.63	136.40
Totals .....	449.41	32.67

— Minus indicates decrease.

*a* Information not available.

*b* Organized in April, 1906.

*c* Organized in 1910.

*d* Information not available in proper form.

*e* Organized in May, 1905.

*f* Began operations August, 1903.

*g* Consolidated December, 1904.

*h* Organized in May, 1904.





In the table next presented, the additional work required of firemen is also shown on the basis of the coal used per locomotive mile. The exhibit is according to railroads and the comparison is between 1912 and 1902.

INCREASE IN AMOUNT OF FUEL CONSUMED PER LOCOMOTIVE MILE  
(POUNDS)

1912 over 1902.

*By Selected Railroads.*

Railroads.	Number.	Per Cent.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	50.97	40.70
Boston and Maine .....	44.26	60.56
Buffalo, Rochester and Pittsburgh.....	48.78	41.97
Central New England .....	72.28	84.99
Central Railroad of New Jersey.....	31.23	26.41
Chicago, Indiana and Southern.....	<i>a</i>	.....
Chicago, Terre Haute and Southeastern.....	<i>b</i>	.....
Cincinnati, Hamilton and Dayton.....	46.29	38.39
Cincinnati Northern .....	<i>c</i>	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis.....	44.46	38.31
Dayton and Union .....	11.08	12.70
Delaware and Hudson .....	60.79	47.32
Delaware, Lackawanna and Western.....	62.76	60.64
Detroit, Toledo and Ironton .....	<i>d</i>	.....
Erie .....	37.47	29.30
Grand Rapids and Indiana.....	41.48	50.44
Hocking Valley .....	23.50	14.61
Indiana Harbor Belt .....	<i>e</i>	<i>e</i>
Kanawha and Michigan .....	21.90	15.95
Lake Erie and Western .....	38.15	32.32
Lake Shore and Michigan Southern.....	42.69	40.66
Lehigh Valley .....	52.03	40.66
Long Island .....	52.17	81.87
Maine Central .....	34.54	42.28
Michigan Central .....	53.04	64.90
Monogahela .....	<i>f</i>	.....
New Jersey and New York.....	54.50	53.77
New York Central and Hudson River.....	40.65	42.90
New York, Chicago and St. Louis.....	42.46	39.14
New York, New Haven and Hartford.....	29.99	33.17
New York, Philadelphia and Norfolk.....	46.97	41.88
New York, Susquehanna and Western.....	37.70	27.57
Pennsylvania Lines (East of Pittsburgh).....	27.08	22.32
Pennsylvania Lines (West of Pittsburgh).....	45.54	46.13
Philadelphia and Reading .....	61.27	54.16
Rutland .....	52.60	74.09
Toledo, Peoria and Western .....	48.61	56.71
Toledo, St. Louis and Western.....	61.10	51.19
Vandalia .....	<i>g</i>	.....
Western Maryland .....	.....	.....
Wheeling and Lake Erie.....	51.19	44.24
Wabash Pittsburgh Terminal .....	<i>h</i>	.....
West Side Belt .....	33.94	22.09
Total.....	.....	.....

— Minus indicates decrease.  
*a* Organized in April, 1906.  
*b* Organized in 1910.  
*c* Information not available in proper form.  
*d* Organized in May, 1905.  
*e* Information not available.  
*f* Began operations August, 1903.  
*g* Consolidated December, 1904.  
*h* Organized in May, 1904.



The comparatively small increase in the total number of train miles during the period 1902-1912 is also shown by railroads in the following table.

# INCREASE IN TOTAL TRAIN MILES

1912 over 1902.

*By Selected Railroads.*

Railroads.	Number.	Per Cent.
Baltimore and Ohio } .....	a10,115,825	33.65
Baltimore and Ohio Southwestern } .....	—5,903,389	—21.27
Boston and Maine .....	597,061	16.75
Buffalo, Rochester and Pittsburgh.....	674,250	104.65
Central New England .....	2,369,513	33.98
Central Railroad of New Jersey.....	b	b
Chicago, Indiana and Southern .....	c	c
Chicago, Terre Haute and Southeastern .....	1,299,772	37.43
Cincinnati, Hamilton and Dayton .....	d	d
Cincinnati Northern .....	4,249,538	36.69
Cleveland, Cincinnati, Chicago & St. Louis.....	a—45,119	—18.95
Dayton and Union .....	2,511,059	42.72
Delaware and Hudson .....	1,271,508	11.05
Delaware, Lackawanna and Western .....	c	e
Detroit, Toledo and Ironton .....	—5,864,802	—22.02
Erie .....	—336,097	—9.61
Grand Rapids and Indiana .....	295,279	13.39
Hocking Valley .....	f	f
Indiana Harbor Belt .....	596,332	72.15
Kanawha and Michigan .....	207,078	6.79
Lake Erie and Western .....	6,873,185	54.70
Lake Shore and Michigan Southern .....	1,258,105	9.88
Lehigh Valley .....	a2,203,520	54.93
Long Island .....	1,891,634	54.21
Maine Central .....	1,663,626	14.10
Michigan Central .....	g	g
Monongahela .....	12,114	2.81
New Jersey and New York.....	5,745,350	12.85
New York Central & Hudson River.....	1,349,884	25.21
New York, Chicago, and St. Louis.....	—2,106,136	—7.59
New York, New Haven and Hartford.....	339,369	65.89
New York, Philadelphia and Norfolk.....	—195,974	—13.75
New York, Susquehanna and Western.....	a15,244,226	33.24
Pennsylvania Lines (East of Pittsburgh).....	7,197,601	42.75
Pennsylvania Lines (West of Pittsburgh).....	—8,131,636	—32.59
Philadelphia and Reading .....	332,090	17.12
Rutland .....	—246,431	—23.46
Toledo, Peoria and Western .....	99,628	4.55
Toledo, St. Louis and Western.....	h	h
Vandalia .....	1,545,468	94.11
Western Maryland .....	580,867	25.81
Wheeling and Lake Erie .....	i	i
Wabash Pittsburgh Terminal .....	72,566	389.24
West Side Belt .....		
Total .....	47,766,864	13.29

- a Non revenue service train miles not shown.
- b Organized April, 1906.
- c Organized in 1910—figures first six months, 1911.
- d Information not available in proper form.
- e Organized in May, 1905.
- f Information not available.
- g Began operations August, 1903.
- h Consolidated December, 1904.
- i Organized May, 1904.





The following table shows by railroads the passenger density in 1912 as compared with 1902.

INCREASE IN PASSENGER DENSITY.

1912 over 1902.

*By Selected Railroads.*

Railroads.	Number.	Per Cent.
Baltimore and Ohio	19,509	12.80
Baltimore and Ohio Southwestern }		
Boston and Maine	103,197	35.68
Buffalo, Rochester and Pittsburgh	1,906	2.18
Central New England	5,323	11.44
Central Railroad of New Jersey	238,625	76.02
Chicago, Indiana and Southern	<i>a</i>	.....
Chicago, Terre Haute and Southeastern	<i>b</i>	.....
Cincinnati, Hamilton and Dayton	—35,259	—26.25
Cincinnati Northern	<i>c</i>	.....
Cleveland, Cincinnati, Chicago and St. Louis	53,422	34.60
Dayton and Union	—20,639	—19.77
Delaware and Hudson	24,832	16.98
Delaware, Lackawanna and Western	185,503	45.21
Detroit, Toledo and Ironton	<i>d</i>	.....
Erie	29,117	11.25
Grand Rapids and Indiana	59,520	62.22
Hocking Valley	54,912	58.88
Indiana Harbor Belt	<i>e</i>	.....
Kanawha and Michigan	63,685	151.93
Lake Erie and Western	—20,867	—26.08
Lake Shore and Michigan Southern	142,583	52.65
Lehigh Valley	33,590	22.34
Long Island	730,551	120.19
Maine Central	6,784	5.28
Michigan Central	75,757	52.45
Monongahela	<i>f</i>	.....
New Jersey and New York	781,561	173.91
New York Central and Hudson River	115,452	26.74
New York, Chicago and St. Louis	5,526	3.48
New York, New Haven and Hartford	253,479	50.17
New York, Philadelphia and Norfolk	93,096	105.58
New York, Susquehanna and Western	104,453	45.59
Pennsylvania Lines (East of Pittsburgh)	144,569	48.91
Pennsylvania Lines (West of Pittsburgh)	128,191	75.08
Philadelphia and Reading	3,622,534	1,189.64
Rutland	35,585	46.41
Toledo, Peoria and Western	37,696	69.68
Toledo, St. Louis and Western	—5,766	—10.45
Vandalia	<i>g</i>	.....
Western Maryland	—22,236	—18.49
Wheeling and Lake Erie	32,484	60.52
Wabash Pittsburgh Terminal	<i>h</i>	.....
West Side Belt	—61,037	—74.69
Total	7,017,638	103.42

*a* Organized in 1906.  
*b* Organized in 1910.  
*c* Information not available in proper form.  
*d* Organized in 1905.  
*e* Information not available.  
*f* Began operations in 1903.  
*g* Consolidated in 1904.  
*h* Organized in 1904.





The table next presented shows by railroads the increase in freight density in 1912 as compared with 1902.

INCREASE IN FREIGHT DENSITY  
1912 over 1902.

*By Selected Railroads.*

Railroads.	Number.	Per Cent.
Baltimore and Ohio	482,332	20.78
Baltimore and Ohio Southwestern } .....		
Boston and Maine .....	381,357	53.32
Buffalo, Rochester and Pittsburgh.....	828,232	38.52
Central New England .....	744,213	630.27
Central Railroad of New Jersey.....	1,404,283	74.01
Chicago, Indiana and Southern.....	<i>a</i>	.....
Chicago, Terre Haute and Southeastern.....	<i>b</i>	.....
Cincinnati, Hamilton and Dayton.....	196,212	17.36
Cincinnati Northern .....	<i>c</i>	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis.....	793,527	74.67
Dayton and Union .....	—10,928	—18.60
Delaware and Hudson .....	1,238,205	67.07
Delaware, Lackawanna and Western.....	1,137,841	42.43
Detroit, Toledo and Ironton.....	<i>d</i>	.....
Erie .....	766,714	35.02
Grand Rapids and Indiana.....	269,249	56.70
Hocking Valley .....	1,027,570	35.54
Indiana Harbor Belt .....	<i>e</i>	.....
Kanawha and Michigan .....	2,761,039	254.67
Lake Erie and Western.....	131,982	20.68
Lake Shore and Michigan Southern .....	821,217	29.28
Lehigh Valley .....	856,787	34.76
Long Island .....	111,479	86.79
Maine Central .....	108,752	26.85
Michigan Central .....	475,006	39.63
Monongahela .....	<i>f</i>	.....
New Jersey and New York.....	28,996	46.56
New York Central and Hudson River.....	761,000	39.23
New York, Chicago and St. Louis.....	1,034,788	44.61
New York, New Haven and Hartford.....	444,719	62.41
New York, Philadelphia and Norfolk.....	2,043,195	171.83
New York, Susquehanna and Western.....	107,251	11.65
Pennsylvania Lines (East of Pittsburgh).....	1,622,989	46.66
Pennsylvania Lines (West of Pittsburgh).....	1,653,013	58.57
Philadelphia and Reading .....	1,894,097	67.00
Rutland .....	205,966	55.11
Toledo, Peoria and Western .....	201	.09
Toledo, St. Louis and Western.....	524,714	66.08
Vandalia .....	<i>g</i>	.....
Western Maryland .....	233,819	14.43
Wheeling and Lake Erie.....	1,253,483	95.19
Wabash Pittsburgh Terminal .....	<i>h</i>	.....
West Side Belt .....	1,273,681	707.55
Total.....	27,607,026	56.29

*a* Organized in April, 1906.

*b* Organized in 1910.

*c* Information not available in proper form.

*d* Organized in May, 1905.

*e* Information not available.

*f* Began operation August, 1903.

*g* Consolidated December, 1904.

*h* Organized in May, 1904.

— Minus sign indicates decrease.



The decline in the opportunity afforded firemen of maintaining their earnings is shown in the table which is next presented. It sets forth by railroads the increase or decrease in the number of freight train miles per freight fireman in 1912 as compared with 1902.

NUMBER OF FREIGHT TRAIN MILES PER FREIGHT FIREMAN  
(Distribution According to Train Mileage)

By Selected Railroads.

Railroads.	1912.	1902.	Amount of Increase 1912 over 1902.	Per Cent Increase 1912 over 1902.
Baltimore and Ohio	11,616	12,433	—817	—6.57
Baltimore and Ohio Southwestern } ....	16,602	16,336	266	1.63
Boston and Maine .....	a	15,790	.....	.....
Buffalo, Rochester and Pittsburgh.....	17,828	22,311	—4,483	—20.09
Central New England .....	15,006	13,558	1,448	10.68
Central Railroad of New Jersey.....	21,468	b	.....	.....
Chicago, Indiana and Southern.....	22,181	c	.....	.....
Chicago, Terre Haute and Southeastern.	13,465	16,236	—2,771	—17.07
Cincinnati, Hamilton and Dayton.....	26,062	d	.....	.....
Cincinnati Northern .....	24,069	22,860	1,209	5.29
Cleveland, Cincinnati, Chicago & St. Louis	28,965	29,193	—228	— .78
Dayton and Union .....	14,879	17,322	—2,443	—14.10
Delaware and Hudson .....	14,707	14,639	68	.46
Delaware, Lackawanna and Western....	23,633	e	.....	.....
Detroit, Toledo and Ironton.....	14,726	14,276	450	3.15
Erie .....	20,802	22,309	—1,507	—6.76
Grand Rapids and Indiana.....	12,401	10,335	2,066	19.99
Hocking Valley .....	a	a	.....	.....
Indiana Harbor Belt .....	13,685	14,592	—907	—6.22
Kanawha and Michigan .....	21,405	21,763	—358	—1.64
Lake Erie and Western.....	15,151	15,767	—616	—3.91
Lake Shore and Michigan Southern.....	13,132	15,163	—2,031	—13.39
Lehigh Valley .....	33,344	26,406	6,938	26.27
Long Island .....	21,452	19,160	2,292	11.96
Maine Central .....	15,307	15,859	—552	—3.48
Michigan Central .....	7,121	f	.....	.....
Monongahela .....	19,116	31,362	—12,246	—39.05
New Jersey and New York.....	21,817	20,175	1,642	8.14
New York Central and Hudson River...	23,358	28,597	—5,239	—18.32
New York, Chicago and St. Louis.....	19,246	19,801	—555	—2.80
New York, New Haven and Hartford....	15,101	33,239	—18,138	—54.57
New York, Philadelphia and Norfolk....	15,714	22,178	—6,464	—29.15
New York, Susquehanna and Western...	13,944	14,995	—1,051	—7.01
Pennsylvania Lines (East of Pittsburgh)	14,676	15,802	—1,126	—7.13
Pennsylvania Lines (West of Pittsburgh)	15,837	18,802	—2,965	—15.77
Philadelphia and Reading .....	21,950	13,904	8,046	57.87
Rutland .....	26,811	23,631	3,180	13.46
Toledo, Peoria and Western.....	29,417	26,107	3,310	12.68
Toledo, St. Louis and Western.....	24,372	g	.....	.....
Vandalia .....	9,146	16,931	—7,785	—45.98
Western Maryland .....	11,013	17,683	—6,670	—37.72
Wheeling and Lake Erie.....	15,847	h	.....	.....
Wabash Pittsburgh Terminal .....	9,086	5,947	3,139	52.78
West Side Belt .....				
Total Average.....	15,553	16,168	.....	.....
	*15,406	†16,173	—767	—4.74

Minus sign (—) denotes decrease.  
\* Total excluding roads not given in 1902.  
† Total excluding roads not given in 1912.  
a Information not available.  
b Organized April, 1906.  
c Organized in 1910.  
d Information not available in proper form.  
e Organized in May, 1905.  
f Began operations August, 1903.  
g Company consolidated December, 1904.  
h Organized in May, 1904.





There has also been a considerable increase in the average freight locomotive load. No statistics as to freight locomotive miles are available before 1908, but in the following table a comparison is made by railroads of the increase in the number of ton miles per freight locomotive mile during the past five years.

# INCREASE OF TON MILE PER FREIGHT LOCOMOTIVE MILE

*By Selected Railroads.*

1912 over 1908.

Railroads.	Number.	Per Cent.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	69	19.83
Boston and Maine .....	29	14.15
Buffalo, Rochester and Pittsburgh.....	64	16.93
Central New England .....	67	28.27
Central Railroad of New Jersey.....	a—17	a—3.63
Chicago, Indiana and Southern .....	133	28.42
Chicago, Terre Haute and Southeastern.....	b	.....
Cincinnati, Hamilton and Dayton.....	101	28.06
Cincinnati Northern .....	75	33.33
Cleveland, Cincinnati, Chicago and St. Louis.....	65	18.16
Dayton and Union .....	a—54	a—41.54
Delaware and Hudson .....	19	5.62
Delaware, Lackawanna and Western.....	26	7.24
Detroit, Toledo and Ironton.....	24	7.00
Erie .....	30	7.56
Grand Rapids and Indiana .....	12	4.32
Hocking Valley .....	232	43.69
Indiana Harbor Belt .....	c	.....
Kanawha and Michigan .....	240	61.38
Lake Erie and Western.....	17	5.14
Lake Shore and Michigan Southern.....	72	13.66
Lehigh Valley .....	a—6	a—1.31
Long Island .....	a—11	a—9.17
Maine Central .....	10	4.10
Michigan Central .....	30	8.52
Monongahela .....	148	35.24
New Jersey and New York.....	17	19.32
New York Central and Hudson River.....	50	15.20
New York, Chicago and St. Louis.....	16	4.76
New York, New Haven and Hartford.....	53	23.35
New York, Philadelphia and Norfolk.....	133	24.05
New York, Susquehanna and Western.....	20	8.97
Pennsylvania Lines (East of Pittsburgh).....	47	9.92
Pennsylvania Lines (West of Pittsburgh).....	50	11.31
Philadelphia and Reading .....	34	8.46
Rutland .....	6	2.48
Toledo, Peoria and Western .....	a—14	a—6.76
Toledo, St. Louis and Western.....	a—9	a—2.30
Vandalia .....	67	24.10
Western Maryland .....	45	14.42
Wheeling and Lake Erie .....	112	21.25
Wabash Pittsburgh Terminal .....	51	10.90
West Side Belt .....	239	96.76
Total .....	46	12.07

a Decrease.

b Organized in 1910.

c Information not available.





INCREASE IN NUMBER OF FREIGHT LOCOMOTIVE MILES PER FREIGHT  
FIREMEN, 1912 COMPARED WITH 1908.

By Selected Railroads.

Railroads.	Number.	Per Cent.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	57	.36
Boston and Maine .....	—22	— .11
Buffalo, Rochester and Pittsburgh .....	<sup>a</sup>	<sup>a</sup>
Central New England .....	—5196	—19.23
Central Railroad of New Jersey . . . . .	—891	—4.81
Chicago, Indiana and Southern .....	—3157	—12.36
Chicago, Terre Haute and Southeastern .....	<sup>b</sup>	<sup>b</sup>
Cincinnati, Hamilton and Dayton .....	—474	—2.72
Cincinnati Northern .....	—940	—2.97
Cleveland, Cincinnati, Chicago and St. Louis .....	—1821	—6.57
Dayton and Union .....	—519	—1.73
Delaware and Hudson .....	3731	22.48
Delaware, Lackawanna and Western .....	2060	10.09
Detroit, Toledo and Ironton .....	1479	6.30
Eric .....	4451	31.32
Grand Rapids and Indiana .....	—2629	—10.07
Hocking Valley .....	2496	21.12
Indiana Harbor Belt .....	<sup>a</sup>	<sup>a</sup>
Kanawha and Michigan .....	1483	9.86
Lake Erie and Western .....	2324	10.49
Lake Shore and Michigan Southern .....	—1276	—6.97
Lehigh Valley .....	2593	17.92
Long Island .....	22989	88.99
Maine Central .....	2051	9.51
Michigan Central .....	—679	—3.33
Monongahela .....	—4952	—38.69
New Jersey and New York .....	5670	37.38
New York Central and Hudson River .....	—1668	—6.10
New York, Chicago and St. Louis . . . . .	7	.03
New York, New Haven and Hartford .....	1588	8.19
New York, Philadelphia and Norfolk .....	—11761	—43.09
New York, Susquehanna and Western .....	2609	14.65
Pennsylvania Lines (East of Pittsburgh) . . . . .	—1116	—5.76
Pennsylvania Lines (West of Pittsburgh) .....	—3596	—18.70
Philadelphia and Reading .....	1392	7.78
Rutland .....	485	1.63
Toledo, Peoria and Western .....	—1805	—6.26
Toledo, St. Louis and Western .....	—1608	—4.83
Vandalia .....	479	1.87
Western Maryland .....	<sup>a</sup>	<sup>a</sup>
Wheeling and Lake Erie .....	1625	15.51
Wabash Pittsburgh Terminal .....	—7412	—30.77
West Side Belt .....	—14000	—55.54
Total .....	100	.53

<sup>a</sup> Information not available.

<sup>b</sup> Organized in 1910.

— Denotes decrease.



INCREASE IN TOTAL REVENUE TRAIN MILES IN 1912 AS COMPARED  
WITH 1902.

By Selected Railroads.

Railroads.	Number.	Per Cent.
Baltimore and Ohio } .....	8,190,257	27.24
Baltimore and Ohio Southwestern. }		
Boston and Maine .....	2,607,900	13.90
Buffalo, Rochester and Pittsburgh.....	636,869	19.22
Central New England .....	735,596	140.08
Central Railroad of New Jersey.....	2,415,891	37.21
Chicago, Indiana and Southern.....	a	a
Chicago, Terre Haute and Southeastern.....	b	b
Cincinnati, Hamilton and Dayton.....	1,231,814	35.87
Cincinnati Northern .....	c	c
Cleveland, Cincinnati, Chicago and St. Louis.....	4,036,053	34.92
Dayton and Union .....	—45,119	—18.95
Delaware and Hudson .....	2,432,700	41.70
Delaware, Lackawanna and Western.....	1,231,051	11.29
Detroit, Toledo and Ironton.....	d	d
Erie . . . . .	1,501,777	8.09
Grand Rapids and Indiana.....	451,217	17.49
Hocking Valley .....	286,755	13.42
Indiana Harbor Belt .....	e	e
Kanawha and Michigan .....	587,283	75.59
Lake Erie and Western.....	357,140	12.42
Lake Shore and Michigan Southern.....	6,379,067	50.92
Lehigh Valley .....	1,659,941	14.30
Long Island .....	2,041,232	50.88
Maine Central .....	1,826,231	55.23
Michigan Central .....	1,645,197	14.12
Monongahela . . . . .	f	f
New Jersey and New York.....	38,089	9.49
New York Central and Hudson River.....	6,647,005	16.05
New York, Chicago and St. Louis.....	1,369,949	26.56
New York, New Haven and Hartford.....	3,033,693	14.22
New York, Philadelphia and Norfolk.....	320,433	63.44
New York, Susquehanna and Western.....	57,586	4.97
Pennsylvania Lines (East of Pittsburgh).....	12,532,001	27.33
Pennsylvania Lines (West of Pittsburgh).....	7,139,298	45.68
Philadelphia and Reading .....	—78,327	—48
Rutland . . . . .	436,300	24.51
Toledo, Peoria and Western.....	—42,881	—5.12
Toledo, St. Louis and Western.....	138,581	6.58
Vandalia . . . . .	g	g
Western Maryland .....	1,812,554	138.50
Wheeling and Lake Erie.....	509,146	23.70
Wabash Pittsburgh Terminal .....	h	h
West Side Belt .....	55,526	297.84
Total.....	74,177,805	23.40

a Organized in April, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operation August, 1903.

g Consolidated December, 1904.

h Organized in May, 1904.

Minus sign (—) indicates decrease.





# INCREASE IN NUMBER OF FIREMEN.

By Selected Railroads.

Railroads.	1912 as compared with 1902.		1911 as compared with 1902.	
	Number.	Per Cent.	Number.	Per Cent.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	820	33.91	615	25.43
Boston and Maine .....	131	11.60	125	11.07
Buffalo, Rochester and Pittsburgh.....	a	a	33	15.94
Central New England .....	45	225.00	38	190.00
Central Railroad of New Jersey.....	122	26.29	115	24.78
Chicago, Indiana and Southern.....	b	b	b	b
Chicago, Terre Haute and Southeastern....	c	c	c	c
Cincinnati, Hamilton and Dayton.....	128	63.05	177	87.19
Cincinnati Northern .....	d	d	d	d
Cleveland, Cincinnati, Chicago & St. Louis..	139	27.52	138	27.33
Dayton and Union .....	.....	.....	.....	.....
Delaware and Hudson .....	236	75.16	230	73.25
Delaware, Lackawanna and Western.....	72	9.68	52	6.99
Detroit, Toledo and Ironton.....	e	e	e	e
Erie .....	53	4.07	73	5.61
Grand Rapids and Indiana .....	26	23.01	19	16.81
Hocking Valley .....	—7	—3.50	15	7.50
Indiana Harbor Belt .....	a	a	a	a
Kanawha and Michigan .....	47	88.68	44	83.02
Lake Erie and Western.....	12	9.16	11	8.40
Lake Shore and Michigan Southern.....	450	56.68	434	54.66
Lehigh Valley .....	225	29.41	245	32.03
Long Island .....	34	22.67	44	29.33
Maine Central .....	67	41.61	82	50.93
Michigan Central .....	128	18.44	106	15.27
Monongahela .....	f	f	f	f
New Jersey and New York.....	4	28.57	5	35.71
New York Central and Hudson River.....	166	8.22	210	10.40
New York, Chicago and St. Louis.....	99	54.70	104	57.46
New York, New Haven and Hartford.....	194	18.53	218	20.82
New York, Philadelphia and Norfolk.....	39	260.00	30	200.00
New York, Susquehanna and Western.....	25	48.08	32	61.54
Pennsylvania Lines (East of Pittsburgh)...	1,109	36.25	867	28.34
Pennsylvania Lines (West of Pittsburgh)...	560	56.62	250	25.28
Philadelphia and Reading .....	160	19.00	171	20.31
Rutland .....	—13	—12.50	—16	—15.38
Toledo, Peoria and Western.....	—1	—3.33	—2	—6.67
Toledo, St. Louis and Western.....	—5	—6.17	12	14.81
Vandalia .....	g	g	g	g
Western Maryland .....	255	326.92	189	242.31
Wheeling and Lake Erie.....	122	101.67	113	94.17
Wabash Pittsburgh Terminal .....	h	h	h	h
West Side Belt .....	7	700.00	7	700.00
Total.....	5,449	28.99	4,753	25.28

- a Information not available.
- b Organized in April, 1906.
- c Organized in 1910.
- d Information not available in proper form.
- e Organized in May, 1905.
- f Began operations in August, 1903.
- g Consolidated in December, 1904.
- h Organized in May, 1904.
- Minus sign (—) denotes decrease.





# INCREASED PRODUCTIVE EFFICIENCY OF PASSENGER TRAIN FIREMEN.

The following series of tables set forth the increased work and productive efficiency of passenger train firemen. The tables presented are as follows:

1. Increase in Passenger Miles or Number of Passengers Carried One Mile, 1902-1912.
2. Increase in Passenger Train Miles, 1902-1912.
3. Increase in Passenger Miles per Passenger Train Mile, 1902-1912.
4. Increase in Passenger Train Firemen, 1902-1912.
5. Increase in Passenger Miles per Passenger Fireman, 1902-1912.
6. Increase in Passenger Train Miles per Passenger Fireman, 1902-1912.

## COMPARATIVE INCREASE IN PASSENGER MILES AND IN PASSENGER TRAIN MILES IN 1912, AS COMPARED WITH 1902.

### By Selected Railroads.

Railroads.	Increase in Passenger Miles.		Increase in Passenger Train Miles.	
	Number.	Per Cent.	Number.	Per Cent.
Baltimore and Ohio	273,849,597	55.62	4,054,337	34.88
Baltimore and Ohio Southwestern	225,441,150	34.40	1,255,171	11.71
Boston and Maine	9,588,224	23.10	400,458	43.65
Buffalo, Rochester and Pittsburgh	5,656,265	65.97	169,729	53.39
Central New England	151,722,105	69.55	1,110,818	31.81
Central Railroad of New Jersey	a	a	a	a
Chicago, Indiana and Southern	b	b	b	b
Chicago, Terre Haute and Southeastern	27,453,879	37.59	517,660	33.07
Cincinnati, Hamilton and Dayton	c	c	c	c
Cincinnati Northern	125,687,030	42.99	1,770,963	32.20
Cleveland, Cincinnati, Chicago and St. Louis	—964,816	—19.68	—44,891	—21.48
Dayton and Union	49,067,948	50.77	437,049	18.93
Delaware and Hudson	175,150,350	53.48	650,366	12.53
Delaware, Lackawanna and Western	d	d	d	d
Detroit, Toledo and Ironton	84,170,032	17.24	1,330,633	17.24
Erie	34,554,916	61.23	191,345	14.14
Grand Rapids and Indiana	19,691,299	60.85	177,387	28.25
Hocking Valley	e	e	e	e
Indiana Harbor Belt	11,175,560	150.60	177,709	60.16
Kanawha and Michigan	—5,071,234	—8.82	—80,708	—5.90
Lake Erie and Western	227,756,312	59.59	3,965,435	70.93
Lake Shore and Michigan Southern	56,434,127	27.06	415,857	9.70
Lehigh Valley	293,111,317	121.78	f1,832,311	f51.05
Long Island	56,459,309	53.83	840,906	45.57
Maine Central	160,602,233	67.07	1,403,757	28.88
Michigan Central	g	g	g	g
Monongahela	37,325,516	173.88	31,185	8.43
New Jersey and New York	448,527,882	32.97	3,312,454	14.63
New York Central and Hudson River	7,188,460	8.41	—9,435	—.78
New York, Chicago and St. Louis	534,714,441	52.21	1,601,373	10.90
New York, New Haven and Hartford	10,426,700	105.58	105,687	51.33
New York, Philadelphia and Norfolk	16,782,526	48.33	185,990	36.15
New York, Susquehanna and Western	657,199,446	59.06	8,213,852	41.59
Pennsylvania Lines (East of Pittsburgh)	234,362,690	98.09	3,302,993	55.89
Pennsylvania Lines (West of Pittsburgh)	92,348,427	30.15	574,159	9.31
Philadelphia and Reading	20,627,905	64.61	342,018	35.35
Rutland	9,337,233	69.68	122,142	34.67
Toledo, Peoria and Western	—2,605,513	—10.48	—50,132	—5.88
Toledo, St. Louis and Western	h	h	h	h
Vandalia	33,668,124	172.06	599,241	120.81
Western Maryland	16,269,362	68.55	191,116	24.13
Wheeling and Lake Erie	j	j	j	j
Wabash Pittsburgh Terminal	219,472	89.52	12,771	185.57
West Side Belt				
Total	4,097,928,324	49.16	39,111,706	26.37

a Organized in April, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Includes Electric.

g Began operation August, 1903.

h Consolidated December, 1904.

j Organized in May, 1904.

— Indicates decrease.



INCREASE IN PASSENGER MILES PER PASSENGER TRAIN MILE,  
1912 AS COMPARED WITH 1902.  
By Selected Railroads.

RAILROADS.	Number.	Per Cent.
Baltimore and Ohio..... i	6.52	15.40
Baltimore and Ohio Southwestern. j		
Boston and Maine . . . . .	12.42	20.31
Buffalo, Rochester and Pittsburgh . . . . .	—6.47	—14.30
Central New England . . . . .	2.21	8.19
Central Railroad of New Jersey . . . . .	17.89	28.64
Chicago, Indiana and Southern . . . . .	a	a
Chicago, Terre Haute and Southeastern . . . . .	b	b
Cincinnati, Hamilton and Dayton . . . . .	1.58	3.39
Cincinnati Northern . . . . .	c	c
Cleveland, Cincinnati, Chicago and St. Louis.....	4.34	8.16
Dayton and Union . . . . .	.54	2.30
Delaware and Hudson . . . . .	11.21	26.77
Delaware, Lackawanna and Western . . . . .	22.95	36.38
Detroit, Toledo and Ironton . . . . .	d	d
Erie . . . . .	.00	.00
Grand Rapids and Indiana . . . . .	17.21	41.26
Hocking Valley . . . . .	13.10	25.42
Indiana Harbor Belt . . . . .	e	e
Kanawha and Michigan . . . . .	14.19	56.49
Lake Erie and Western . . . . .	—1.31	—3.12
Lake Shore and Michigan Southern . . . . .	—4.53	—6.63
Lehigh Valley.....	7.69	15.81
Long Island . . . . .	31.40	46.82
Maine Central . . . . .	3.22	5.67
Michigan Central . . . . .	14.60	29.64
Monongahela . . . . .	f	f
New Jersey and New York . . . . .	88.53	152.61
New York Central and Hudson River . . . . .	9.61	16.00
New York, Chicago and St. Louis.....	6.54	9.28
New York, New Haven and Hartford.....	25.97	37.24
New York, Philadelphia and Norfolk.....	17.19	35.84
New York, Susquehanna and Western.....	6.03	8.93
Pennsylvania Lines (East of Pittsburgh).....	6.95	12.34
Pennsylvania Lines (West of Pittsburgh).....	10.94	27.06
Philadelphia and Reading . . . . .	9.47	19.07
Rutland . . . . .	7.13	21.61
Toledo, Peoria and Western.....	9.88	25.97
Toledo, St. Louis and Western.....	—1.42	—4.87
Vandalia . . . . .	g	g
Western Maryland . . . . .	9.16	23.22
Wheeling and Lake Erie.....	10.72	35.78
Wabash Pittsburgh Terminal . . . . .	h	h
West Side Belt . . . . .	—11.99	—33.65
Total.....	10.14	18.04

- a Organized in April, 1906.  
b Organized in 1910.  
c Information not available in proper form.  
d Organized in May, 1905.  
e Information not available.  
f Began operations August, 1903.  
g Consolidated in December, 1904.  
h Organized in May, 1904.  
Minus sign (—) indicates decrease.





# INCREASE IN PASSENGER FIREMEN, 1912 OVER 1902.

(Distributed According to Revenue Train Miles.)

By Selected Railroads.

Railroads.	Number.	Per Cent.
Baltimore and Ohio } .....	404	43.21
Baltimore and Ohio Southwestern } .....	65	10.03
Boston and Maine .....	52	20.63
Central Railroad of New Jersey.....	61	25.42
Cleveland, Cincinnati, Chicago and St. Louis.....	55	42.64
Delaware and Hudson .....	39	10.99
Delaware, Lackawanna and Western.....	71	13.12
Erie . . . . .	12	20.00
Grand Rapids and Indiana.....	5	8.33
Hocking Valley .....	15	75.00
Kanawha and Michigan .....	73	25.89
Lehigh Valley .....	32	23.88
Long Island .....	29	31.52
Maine Central .....	98	33.00
Michigan Central .....	3	23.08
New Jersey and New York.....	75	6.76
New York Central and Hudson River.....	110	15.19
New York, New Haven and Hartford.....	683	51.82
Pennsylvania Lines (East of Pittsburgh).....	253	67.65
Pennsylvania Lines (West of Pittsburgh).....	97	29.94
Philadelphia and Reading .....	—4	—6.78
Rutland . . . . .	5	38.46
Toledo, Peoria and Western.....	—6	—18.18
Toledo, St. Louis and Western.....		
Total.....	2,227	27.80

Minus sign (—) indicates decrease.



INCREASE IN PASSENGER MILES PER PASSENGER FIREMAN,  
1912 OVER 1902.

(Distributed According to Revenue Train Miles.)

By Selected Railroads.

Railroads.	Number.	Per Cent.
Baltimore and Ohio } Baltimore and Ohio Southwestern } .....	45,650	8.67
Boston and Maine .....	223,960	22.15
Central Railroad of New Jersey.....	351,006	40.55
Cleveland, Cincinnati, Chicago and St. Louis.....	170,705	14.01
Delaware and Hudson .....	42,708	5.70
Delaware, Lackawanna and Western.....	353,226	38.30
Erie . . . . .	32,863	3.64
Grand Rapids and Indiana .....	323,166	34.36
Hocking Valley .....	261,452	48.47
Kanawha and Michigan .....	160,285	43.20
Lehigh Valley .....	6,887	0.93
Long Island .....	1,419,485	79.03
Maine Central .....	193,376	16.96
Michigan Central .....	206,569	25.62
New Jersey and New York.....	2,023,242	122.53
New York Central and Hudson River.....	301,131	24.55
New York, New Haven and Hartford.....	454,561	32.13
Pennsylvania Lines (East of Pittsburgh).....	40,270	4.77
Pennsylvania Lines (West of Pittsburgh).....	116,000	18.16
Philadelphia and Reading .....	1,532	0.16
Rutland . . . . .	414,405	76.59
Toledo, Peoria and Western.....	232,396	22.54
Toledo, St. Louis and Western.....	250,937	43.76
Total.....	159,985	16.88





INCREASE IN PASSENGER TRAIN MILES PER PASSENGER FIREMAN,  
1912 OVER 1902.

Railroads.	Number.	Per Cent.
Baltimore and Ohio } .....	-723	-5.82
Baltimore and Ohio Southwestern } .....	253	1.53
Boston and Maine .....	a	a
Buffalo, Rochester and Pittsburgh.....	-5,698	-23.30
Central New England .....	1,283	9.26
Central Railroad of New Jersey.....	b	b
Chicago, Indiana and Southern.....	c	c
Chicago, Terre Haute and Southeastern.....	-2,857	-17.16
Cincinnati, Hamilton and Dayton.....	d	d
Cincinnati Northern .....	1,239	5.41
Cleveland, Cincinnati, Chicago and St. Louis.....	-8,978	-21.48
Dayton and Union .....	-2,974	-16.62
Delaware and Hudson .....	203	1.39
Delaware, Lackawanna and Western.....	e	e
Detroit, Toledo and Ironton.....	519	3.64
Erie .....	-1,100	-4.88
Grand Rapids and Indiana.....	1,924	18.38
Hocking Valley .....	a	a
Indiana Harbor Belt .....	-1,253	-8.48
Kanawha and Michigan .....	478	2.20
Lake Erie and Western .....	-624	-3.95
Lake Shore and Michigan Southern.....	-1,955	-12.86
Lehigh Valley .....	5,875	21.93
Long Island .....	2,143	10.68
Maine Central .....	-506	-3.09
Michigan Central .....	g	g
Monongahela .....	-3,388	-11.90
New Jersey and New York.....	1,504	7.37
New York Central and Hudson River.....	-5,060	-17.95
New York, Chicago and St. Louis.....	-756	-3.73
New York, New Haven and Hartford.....	-18,739	-54.60
New York, Philadelphia and Norfolk.....	-6,802	-30.41
New York, Susquehanna and Western.....	-1,010	-6.74
Pennsylvania Lines (East of Pittsburgh).....	-1,109	-7.02
Pennsylvania Lines (West of Pittsburgh).....	-3,022	-15.88
Philadelphia and Reading .....	7,411	45.20
Rutland .....	-743	-2.74
Toledo, Peoria and Western.....	3,890	15.04
Toledo, St. Louis and Western.....	h	h
Vandalia .....	-7,252	-43.86
Western Maryland .....	-7,078	-39.31
Wheeling and Lake Erie.....	j	j
Wabash Pittsburgh Terminal .....	.....	.....
West Side Belt .....	.....	.....
Total.....	-691	-4.07

- a Information not available.  
b Organized in April, 1906.  
c Organized in 1910.  
d Information not available in proper form.  
e Organized in May, 1905.  
g Began operation August, 1903.  
h Consolidated December, 1904.  
j Organized in May, 1904.  
Minus sign (—) indicates decrease.



## INCREASED PRODUCTIVE EFFICIENCY OF FIREMEN AS REFLECTED IN REVENUES.

The best indication in terms of dollars and cents of the increase in the productive efficiency of locomotive firemen during recent years, is to be had in a comparison between revenue gains and advances in outlay for firemen. Such comparisons are afforded by the tables which follow and which show exceedingly large revenue gains as contrasted with additional expenses for firemen.

The comparisons are arranged as follows:

- (1) Increase in Cost of Firemen and in Transportation Revenue, 1912 as Compared with 1911.
- (2) Increase in Cost of Firemen and in Operating Revenue in 1912 as Compared with 1911.
- (3) Increase in Cost of Firemen and in Transportation Revenue in 1912 as Compared with 1902 and 1907.
- (4) Increase in Cost of Firemen and in Operating Revenue in 1912 as Compared with 1902 and 1907.
- (5) Increase in Cost of Firemen and in Transportation Revenue in 1911 as Compared with 1902 and 1907.
- (6) Increase in Cost of Firemen and in Operating Revenue in 1911 as Compared with 1902 and 1907.
- (7) Increase in Cost of Freight Train Firemen and in Freight Revenue, 1912 as Compared with 1902.
- (8) Increase in Transportation Expenses and in Transportation Revenue, 1912 as Compared with 1902 and 1907.
- (9) Increase in Transportation Expenses and in Transportation Revenue, 1911 as Compared with 1902 and 1907.





# INCREASE IN COST OF FIREMEN AND IN TRANSPORTATION REVENUE.

1912 as Compared With 1911.

By Selected Railroads.

Railroads.	Increase in 1912 as Compared with 1911, In	
	Cost of Firemen	Transportation Revenue
Baltimore and Ohio	\$43,466	\$4,395,059
Baltimore and Ohio Southwestern }		
Boston and Maine	9,502	1,155,465
Buffalo, Rochester and Pittsburgh	19,406	438,240
Central New England	1,918	246,878
Central Railroad of New Jersey	58,799	1,023,823
Chicago, Indiana, and Southern	149	264,809
Chicago, Terre Haute, and Southeastern	<sup>a</sup>	<sup>a</sup>
Cincinnati, Hamilton, and Dayton	-8,126	266,934
Cincinnati Northern	4,695	79,447
Cleveland, Cincinnati, Chicago, and St. Louis	-22,327	6,607
Dayton and Union	-199	-7,529
Delaware and Hudson	10,452	259,699
Delaware, Lackawanna, and Western	3,303	-457,735
Detroit, Toledo, and Ironton	-6,224	-27,903
Erie	59,266	-104,565
Grand Rapids and Indiana	-663	108,901
Hocking Valley	-12,533	159,673
Indiana Harbor Belt	-2,318	189,222
Kanawha and Michigan	2,707	33,658
Lake Erie and Western	5,112	80,799
Lake Shore and Michigan Southern	-73,774	2,154,577
Lehigh Valley	32,171	-776,282
Long Island	-3,455	595,840
Main Central	3,891	1,573,649
Michigan Central	7,205	1,571,633
Monongahela	977	120,736
New Jersey and New York	-719	48,838
New York Central and Hudson River	70,819	3,781,158
New York, Chicago, and St. Louis	7,908	402,692
New York, New Haven, and Hartford	47,810	2,617,247
New York, Philadelphia, and Norfolk	2,287	47,206
New York, Susquehanna, and Western	462	-110,442
Pennsylvania Lines (East of Pittsburgh)	232,044	6,760,680
Pennsylvania Lines (West of Pittsburgh)	92,328	3,757,198
Philadelphia and Reading	15,049	27,622
Rutland	6,991	18,344
Toledo, Peoria, and Western	-787	-17,998
Toledo, St. Louis, and Western	5,386	82,907
Vandalia	-27,200	-401,302
Western Maryland	21,343	40,369
Wheeling and Lake Erie	362	696,082
Wabash Pittsburgh Terminal	1,790	-17,469
West Side Belt	33	96,704
Totals	\$609,306	\$31,181,471
	(b) 637,437	(b) 30,973,931

— Minus indicates decrease.

(a) Organized 1910.

(b) Total increase excluding figures for roads not shown in 1902.



# INCREASE IN COST OF FIREMEN AND IN TRANSPORTATION REVENUE,

1912 as Compared with 1902 and 1907.

By Selected Railroads.

Railroads.	Increase in 1912, as Compared with 1902, in		Increase in 1912, as Compared with 1907, in	
	Cost of Firemen.	Transportation Revenue.	Cost of Firemen.	Transportation Revenue.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	\$1,210,287	\$40,480,058	\$408,076	\$9,414,197
Boston and Maine .....	506,985	13,600,845	271,821	4,408,730
Buffalo, Rochester and Pittsburgh .....	85,282	3,450,018	33,181	1,347,289
Central New England .....	44,027	2,863,846	10,016	1,315,685
Central Railroad of New Jersey.....	190,558	8,810,419	88,511	—83,108
Chicago, Indiana and Southern.....	a	a	—3,587	1,283,956
Chicago, Terre Haute and Southeastern.....	b	b	b	b
Cincinnati, Hamilton and Dayton.....	115,696	4,322,698	51,416	853,670
Cincinnati Northern .....	c	c	14,460	289,747
Cleveland, Cincinnati, Chicago and St. Louis.....	339,267	11,987,768	151,640	5,281,822
Dayton and Union.....	822	—20,450	957	—14,070
Delaware and Hudson .....	255,858	9,607,052	46,960	2,773,980
Delaware, Lackawana and Western.....	238,487	13,379,859	81,293	1,391,903
Detroit, Toledo and Ironton . . . . .	d	d	697	88,554
Erie .....	338,217	11,713,146	67,063	2,561,917
Grand Rapids and Indiana .....	53,150	1,420,158	27,684	257,574
Hocking Valley .....	—6,086	2,016,162	41,804	819,429
Indiana Harbor Belt .....	e	e	23,264	1,813,918
Kanawha and Michigan .....	46,569	2,046,982	20,983	1,018,824
Lake Erie and Western.....	32,061	1,211,397	22,116	706,943
Lake Shore and Michigan Southern .....	502,159	20,663,043	153,146	7,313,655
Lehigh Valley .....	354,856	13,514,590	168,211	1,501,202
Long Island .....	70,082	4,666,524	3,447	669,587
Maine Central .....	97,366	4,351,906	43,891	2,325,061
Michigan Central .....	324,421	12,357,587	182,518	3,911,313
Monongahela .....	f	f	3,446	375,274
New Jersey and New York.....	9,321	460,361	4,960	325,798
New York Central and Hudson River.....	967,429	34,484,522	217,432	10,308,836
New York, Chicago and St. Louis.....	147,690	4,286,472	67,934	1,312,900
New York, New Haven and Hartford.....	422,546	20,264,383	88,529	8,214,023
New York, Philadelphia and Norfolk.....	28,389	1,886,608	15,525	561,208
New York, Susquehanna and Western.....	34,121	989,880	12,879	442,220
Pennsylvania Lines (East of Pittsburgh).....	1,925,713	58,142,647	552,709	6,545,316
Pennsylvania Lines (West of Pittsburgh).....	705,024	24,338,133	277,495	6,255,461
Philadelphia and Reading.....	326,778	15,037,450	14,166	1,851,144
Rutland .....	39,565	1,301,003	29,457	523,760
Toledo, Peoria and Western .....	676	193,530	1,642	44,614
Toledo, St. Louis and Western.....	27,597	1,245,380	10,589	—273,913
Vandalia .....	g	g	26,542	165,930
Western Maryland .....	185,524	5,168,893	75,767	1,731,356
Wheeling and Lake Erie .....	91,722	3,992,964	—12,073	1,379,704
Wabash Pittsburgh Terminal.....	h	h	2,771	—456,621
West Side Belt .....	7,372	446,874	4,850	156,376
Total.....	\$9,719,531	\$354,682,708	\$3,304,197 k3,236,604	\$90,716,154 k87,154,396

a Organized April 9, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations August 31, 1903.

g Consolidated December 29, 1904.

h Organized May, 1904.

k Total Increase excluding figures for roads not shown in 1902.

— Minus indicates decrease.





# INCREASE IN COST OF FIREMEN AND IN OPERATING REVENUE.

1912 as Compared with 1911.

By Selected Railroads.

Railroads.	Increase in 1912 as Compared with 1911	
	Cost of Firemen.	Operating Revenue.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	\$43,466	\$4,449,319
Boston and Maine .....	9,502	1,175,280
Buffalo, Rochester, and Pittsburg .....	19,406	407,966
Central New England .....	1,918	250,371
Central Railroad of New Jersey .....	58,799	1,088,503
Chicago, Indiana, and Southern .....	149	288,800
Chicago, Terre Haute, and Southwestern .....	<i>a</i>	<i>a</i>
Cincinnati, Hamilton, and Dayton .....	—8,126	255,039
Cincinnati Northern .....	4,695	79,753
Cleveland, Cincinnati, Chicago, and St. Louis .....	—22,327	33,222
Dayton and Union .....	—199	—6,766
Delaware and Hudson .....	10,452	256,854
Delaware, Lackawanna, and Western .....	3,303	—454,539
Detroit, Toledo, and Ironton .....	—6,224	—23,138
Erie .....	59,266	—88,192
Grand Rapids and Indiana .....	—663	111,095
Hocking Valley .....	—12,533	130,948
Indiana Harbor Belt .....	2,318	199,006
Kanawha and Michigan .....	2,707	34,200
Lake Erie and Western .....	5,112	83,602
Lake Shore and Michigan Southern .....	—73,774	2,209,747
Lehigh Valley .....	32,171	—781,468
Long Island .....	—3,455	603,915
Maine Central .....	3,891	1,575,248
Michigan Central .....	7,205	1,575,642
Monongahela .....	977	121,243
New Jersey and New York .....	—719	49,906
New York Central and Hudson River .....	70,819	3,855,778
New York, Chicago, and St. Louis .....	7,908	412,315
New York, New Haven, and Hartford .....	47,810	2,779,630
New York, Philadelphia, and Norfolk .....	2,287	51,670
New York Susquehanna, and Western .....	462	—110,866
Pennsylvania Lines (East of Pittsburg) .....	232,044	6,957,739
Pennsylvania Lines (West of Pittsburg) .....	92,328	3,928,462
Philadelphia and Reading .....	15,049	111,083
Rutland .....	6,991	22,851
Toledo, Peoria, and Western .....	—787	—16,962
Toledo, St. Louis, and Western .....	5,386	87,552
Vandalia .....	—27,200	—402,401
Western Maryland .....	21,343	42,124
Wheeling and Lake Erie .....	362	697,440
Wabash Pittsburg Terminal .....	1,790	—14,312
West Side Belt .....	33	97,136
Totals .....	\$609,306	\$32,124,795
	<i>b</i> \$637,437	<i>b</i> \$31,875,844

— Minus indicates decrease.

(a) Organized 1910.

(b) Total increase excluding figures for roads not shown in 1902.



# INCREASE IN COST OF FIREMEN AND IN OPERATING REVENUE.

1912 as Compared With 1902 and 1907.

By Selected Railroads.

Railroads.	Increase, in 1912 as Compared with 1902, In		Increase, in 1912 as Compared with 1907, In	
	Cost of Firemen.	Operating Revenue.	Cost of Firemen.	Operating Revenue.
Baltimore and Ohio				
Baltimore and Ohio Southwestern }	\$1,210.287	\$41,416,262	\$408,076	\$9,892,876
Boston and Maine . . . . .	506,985	14,134,449	271,821	4,865,107
Buffalo, Rochester and Pittsburgh . . . . .	85,282	3,378,731	33,181	1,158,994
Central New England . . . . .	44,027	2,874,661	10,016	1,315,259
Central Railroad of New Jersey . . . . .	190,558	9,336,702	88,511	333,723
Chicago, Indiana and Southern . . . . .	<i>a</i>	<i>a</i>	—3,587	1,056,509
Chicago, Terre Haute and Southwestern . . . . .	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>
Cincinnati, Hamilton and Dayton . . . . .	115,696	4,428,144	51,416	731,491
Cincinnati Northern . . . . .	<i>c</i>	<i>c</i>	14,460	172,803
Cleveland, Cincinnati, Chicago and St. Louis . . . . .	339,267	11,983,773	151,640	5,022,975
Dayton and Union . . . . .	822	—17,078	957	—12,283
Delaware and Hudson . . . . .	255,858	9,633,466	46,960	2,778,966
Delaware, Lackawanna and Western . . . . .	238,487	13,320,921	81,293	919,720
Detroit, Toledo and Ironton . . . . .	<i>d</i>	<i>d</i>	697	—354,080
Erie . . . . .	338,217	11,137,962	67,063	—967,384
Grand Rapids and Indiana . . . . .	53,150	1,373,141	27,684	188,138
Hocking Valley . . . . .	—6,086	1,988,946	41,804	396,631
Indiana Harbor Belt . . . . .	<i>e</i>	<i>e</i>	23,264	1,836,024
Kanawha and Michigan . . . . .	46,569	2,048,893	20,983	767,590
Lake Erie and Western . . . . .	32,061	1,171,758	22,116	637,595
Lake Shore and Michigan Southern . . . . .	502,159	20,825,278	153,146	7,003,136
Lehigh Valley . . . . .	354,856	12,616,252	168,211	837,503
Long Island . . . . .	70,082	4,861,141	3,447	699,572
Maine Central . . . . .	97,366	4,365,032	43,891	2,294,912
Michigan Central . . . . .	324,421	12,578,578	182,518	3,852,041
Monongahela . . . . .	<i>f</i>	<i>f</i>	3,446	377,987
New Jersey and New York . . . . .	9,321	462,911	4,960	328,254
New York Central and Hudson River . . . . .	967,429	33,666,844	217,432	9,074,182
New York, Chicago and St. Louis . . . . .	147,690	4,328,608	67,934	1,356,243
New York, New Haven and Hartford . . . . .	422,546	21,411,978	88,529	9,331,129
New York, Philadelphia and Norfolk . . . . .	28,389	1,932,037	15,525	606,426
New York, Susquehanna and Western . . . . .	34,121	1,009,790	12,879	355,815
Pennsylvania Lines (East of Pittsburgh) . . . . .	1,925,713	58,194,364	552,709	6,717,457
Pennsylvania Lines (West of Pittsburgh) . . . . .	705,024	24,497,558	277,495	6,292,124
Philadelphia and Reading . . . . .	326,778	15,272,444	14,166	1,930,643
Rutland . . . . .	39,565	1,299,138	29,457	471,178
Toledo, Peoria and Western . . . . .	676	124,566	1,642	—80,302
Toledo, St. Louis and Western . . . . .	27,597	1,224,349	10,598	—276,401
Vandalia . . . . .	<i>g</i>	<i>g</i>	26,542	193,161
Western Maryland . . . . .	185,524	5,199,970	75,767	1,661,540
Wheeling and Lake Erie . . . . .	91,722	4,015,617	—12,073	1,099,522
Wabash Pittsburgh Terminal . . . . .	<i>h</i>	<i>h</i>	2,771	—826,146
West Side Belt . . . . .	7,372	445,356	4,850	91,063
Total . . . . .	\$9,719,531	\$356,542,542	\$3,304,197 \$3,236,604	\$84,131,693 \$81,675,435

*a* Organized April 9, 1906.

*b* Organized in 1910.

*c* Information not available in proper form.

*d* Organized in May, 1905.

*e* Information not available.

*f* Began operations August 31, 1903.

*g* Consolidated December 29, 1904.

*h* Organized May, 1904.

*k* Total increase excluding figures for roads not shown in 1902.  
(Minus sign) — indicates decrease.





# INCREASE IN COST OF FIREMEN AND IN TRANSPORTATION REVENUE.

1911 as Compared with 1902 and 1907.

## By Selected Railroads.

Railroads.	Increase in 1911, as Compared with 1902, in		Increase in 1911, as Compared with 1907, in	
	Cost of Firemen.	Transportation Revenue.	Cost of Firemen.	Transportation Revenue.
Baltimore and Ohio	\$1,166,821	\$36,084,999	\$364,610	\$5,019,138
Baltimore and Southwestern.				
Boston and Maine.....	497,483	12,445,380	262,319	3,253,265
Buffalo, Rochester and Pittsburgh.....	65,876	3,011,778	13,775	909,049
Central New England.....	42,109	2,616,968	8,098	1,068,807
Central Railroad of New Jersey.....	131,759	7,786,596	29,712	—1,106,931
Chicago, Indiana and Southern.....	a	a	—3,736	1,019,147
Chicago, Terre Haute and Southeastern.....	b	b	b	b
Cincinnati, Hamilton and Dayton.....	123,822	4,055,764	59,542	586,736
Cincinnati Northern.....	c	c	9,765	210,300
Cleveland, Cincinnati, Chicago and St. Louis.....	361,594	11,981,161	173,967	5,275,215
Dayton and Union.....	1,021	—12,921	1,156	—6,541
Delaware and Hudson.....	245,406	9,347,353	36,508	2,514,281
Delaware, Lackawanna and Western.....	235,184	13,837,594	77,990	1,849,638
Detroit, Toledo and Ironton.....	d	d	6,921	116,457
Erie . . . . .	278,951	11,817,711	7,797	2,666,482
Grand Rapids and Indiana.....	53,813	1,311,257	28,347	148,673
Hocking Valley.....	6,447	1,856,489	54,337	659,756
Indiana Harbor Belt.....	e	e	25,582	1,624,696
Kanawha and Michigan.....	43,862	2,013,324	18,276	985,166
Lake Erie and Western.....	26,949	1,130,598	17,004	626,144
Lake Shore and Michigan Southern.....	575,933	18,508,466	226,920	5,159,078
Lehigh Valley.....	322,685	14,290,872	136,040	2,277,484
Long Island.....	73,537	4,070,684	6,902	73,747
Maine Central.....	93,475	2,778,257	40,000	751,412
Michigan Central.....	317,216	10,785,954	175,313	2,339,680
Monongahela . . . . .	f	f	2,469	254,538
New Jersey and New York.....	10,040	411,523	5,679	276,960
New York Central and Hudson River.....	896,610	30,703,364	146,613	6,527,678
New York, Chicago and St. Louis.....	139,782	3,883,780	60,026	910,208
New York, New Haven and Hartford.....	374,736	17,647,136	40,719	5,596,776
New York, Philadelphia and Norfolk.....	26,102	1,839,402	13,238	514,002
New York, Susquehanna and Western.....	33,659	1,100,322	12,417	552,662
Pennsylvania Lines (East of Pittsburgh).....	1,693,669	51,381,967	320,665	—215,364
Pennsylvania Lines (West of Pittsburgh).....	612,696	20,580,935	185,167	2,498,263
Philadelphia and Reading.....	311,729	15,009,828	—883	1,823,522
Rutland. . . . .	32,574	1,282,659	22,466	505,416
Toledo, Peoria and Western.....	1,463	211,528	2,429	62,612
Toledo, St. Louis and Western.....	22,211	1,162,473	5,212	—356,820
Vandalia . . . . .	g	g	53,742	568,232
Western Maryland.....	164,181	5,128,524	54,424	1,690,987
Wheeling and Lake Erie.....	91,360	3,296,882	—12,435	683,622
Wabash Pittsburgh Terminal.....	h	h	981	—439,152
West Side Belt.....	7,339	350,170	4,817	59,662
Total.....	\$9,082,094	\$323,708,777	\$2,694,891 k2,599,167	\$59,534,683 k56,180,465

a Organized April 9, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations August 31, 1903.

g Consolidated December 29, 1904.

h Organized May, 1904.

k Total increase excluding roads not shown in 1902.

— Minus indicates decrease.



# INCREASE IN COST OF FIREMEN AND IN OPERATING REVENUE.

1911, as Compared with 1902 and 1907.

## By Selected Railroads.

Railroads.	Increase in 1911, as Compared with 1902, in		Increase in 1911, as Compared with 1907, in	
	Cost of Firemen.	Operating Revenue.	Cost of Firemen.	Operating Revenue.
Baltimore and Ohio				
Baltimore and Ohio Southwestern }	\$1,166.821	\$36,966,943	\$364,610	\$5,443,557
Boston and Maine.....	+97.483	12,959,169	262,319	3,689,827
Buffalo, Rochester and Pittsburgh.....	65,876	2,970,765	13,775	751,028
Central New England.....	42,109	2,624,290	8,098	1,064,888
Central Railroad of New Jersey.....	131,759	8,248,199	29,712	—754,780
Chicago, Indiana and Southern.....	a	a	—3,736	767,709
Chicago, Terre Haute and Southeastern.....	b	b	b	b
Cincinnati, Hamilton and Dayton.....	123,822	4,173,105	59,542	476,452
Cincinnati Northern.....	c	c	9,765	93,050
Cleveland, Cincinnati, Chicago and St. Louis.....	361,594	11,950,551	173,967	4,989,753
Dayton and Union.....	1,021	—10,312	1,156	—5,517
Delaware and Hudson.....	245,406	9,376,612	36,508	2,522,112
Delaware, Lackawanna and Western.....	235,184	13,775,460	77,990	1,374,259
Detroit, Toledo and Ironton.....	d	d	6,921	—330,942
Erie . . . . .	278,951	11,226,154	7,797	—879,192
Grand Rapids and Indiana.....	53,813	1,262,046	28,347	77,043
Hocking Valley.....	6,447	1,857,998	54,337	265,683
Indiana Harbor Belt.....	e	e	25,582	1,637,018
Kanawha and Michigan.....	43,862	2,014,693	18,276	733,390
Lake Erie and Western.....	26,949	1,088,156	17,004	553,993
Lake Shore and Michigan Southern.....	575,933	18,615,531	226,920	4,793,389
Lehigh Valley.....	322,685	13,397,720	136,040	1,618,971
Long Island.....	73,537	4,257,226	6,902	95,657
Maine Central.....	93,475	2,789,784	40,000	719,664
Michigan Central.....	317,216	11,002,936	175,313	2,276,399
Monongahela . . . . .	f	f	2,469	256,744
New Jersey and New York.....	10,040	413,005	5,679	278,348
New York Central and Hudson River.....	896,610	29,811,066	146,613	5,218,404
New York, Chicago and St. Louis.....	139,782	3,916,293	60,026	943,928
New York, New Haven and Hartford.....	374,736	18,632,348	40,719	6,551,499
New York, Philadelphia and Norfolk.....	26,102	1,880,367	13,238	554,756
New York, Susquehanna and Western.....	33,659	1,120,656	12,417	466,681
Pennsylvania (East of Pittsburgh).....	1,693,659	51,236,625	320,665	—240,282
Pennsylvania Lines (West of Pittsburgh).....	612,696	20,569,096	185,167	2,363,662
Philadelphia and Reading.....	311,729	15,161,361	—883	1,819,560
Rutland . . . . .	32,574	1,276,287	22,466	448,327
Toledo, Peoria and Western.....	1,463	141,528	2,429	—63,340
Toledo, St. Louis and Western.....	22,211	1,136,797	5,212	—363,953
Vandalia . . . . .	g	g	53,742	595,562
Western Maryland.....	164,181	5,157,846	54,424	1,619,416
Wheeling and Lake Erie.....	91,360	3,318,177	—12,435	402,082
Wabash Pittsburgh Terminal.....	h	h	981	—811,834
West Side Belt.....	7,339	348,220	4,817	—6,073
Total.....	\$9,082,094	\$324,666,698	\$2,694,891 k2,599,167	\$52,006,898 k49,799,591

— (Minus sign) indicates decrease.

a Organized April 9, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations August 31, 1903.

g Consolidated December 29, 1904.

h Organized May, 1904.

k Total increase excluding roads not shown in 1902.





# INCREASE IN COST OF FREIGHT FIREMEN AND IN FREIGHT REVENUE.

1912 as Compared with 1902.

By Selected Railroads

Railroads.	Increase, in 1912 as Compared with 1902, In	
	Cost of Freight Firemen.	Freight Revenue.
Baltimore and Ohio . . . . . } Baltimore and Ohio Southwestern } . . . . .	\$676,254	\$33,766,743
Boston and Maine . . . . .	225,992	8,207,792
Buffalo, Rochester and Pittsburgh . . . . .	48,219	3,047,549
Central New England . . . . .	28,783	2,642,323
Central Railroad of New Jersey . . . . .	99,513	6,491,347
Chicago, Indiana and Southern . . . . .	<i>a</i>	<i>a</i>
Chicago, Terre Haute and Southeastern . . . . .	<i>b</i>	<i>b</i>
Cincinnati, Hamilton and Dayton . . . . .	64,161	3,397,076
Cincinnati Northern . . . . .	<i>c</i>	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis . . . . .	183,790	8,450,529
Dayton and Union . . . . .	208	—15,009
Delaware and Hudson . . . . .	186,880	8,648,532
Delaware, Lackawanna and Western . . . . .	120,031	9,511,111
Detroit, Toledo and Ironton . . . . .	<i>d</i>	<i>d</i>
Erie . . . . .	156,913	7,991,186
Grand Rapids and Indiana . . . . .	26,444	745,970
Hocking Valley . . . . .	—9,962	1,664,576
Indiana Harbor Belt . . . . .	<i>e</i>	<i>e</i>
Kanawha and Michigan . . . . .	31,359	1,844,159
Lake Erie and Western . . . . .	25,355	1,306,211
Lake Shore and Michigan Southern . . . . .	215,704	13,237,582
Lehigh Valley . . . . .	232,822	11,936,311
Long Island . . . . .	6,516	1,676,915
Maine Central . . . . .	49,754	2,968,524
Michigan Central . . . . .	145,918	7,385,313
Monongahela . . . . .	<i>f</i>	<i>f</i>
New Jersey and New York . . . . .	888	66,288
New York Central and Hudson River . . . . .	454,530	20,602,657
New York, Chicago and St. Louis . . . . .	128,293	3,814,523
New York, New Haven, and Hartford . . . . .	152,556	10,259,250
New York, Philadelphia and Norfolk . . . . .	18,018	1,572,147
New York, Susquehanna and Western . . . . .	10,177	510,554
Pennsylvania Lines (East of Pittsburg) . . . . .	903,526	41,784,277
Pennsylvania Lines (West of Pittsburg) . . . . .	403,525	17,647,433
Philadelphia and Reading . . . . .	167,662	11,899,760
Rutland . . . . .	14,062	651,365
Toledo, Peoria and Western . . . . .	—3,153	56,228
Toledo, St. Louis and Western . . . . .	20,615	1,229,636
Vandalia . . . . .	<i>g</i>	<i>g</i>
Western Maryland . . . . .	120,352	4,375,081
Wheeling and Lake Erie . . . . .	57,802	3,506,220
Wabash Pittsburgh Terminal . . . . .	<i>h</i>	<i>h</i>
West Side Belt . . . . .	5,573	440,831
Total . . . . .	\$4,969,080	\$253,320,990

*a* Organized in April 1906.

*b* Organized in 1910.

*c* Information not available in proper form.

*d* Organized in May 1905.

*e* Information not available.

*f* Began operation August 1903.

*g* Consolidated December 1904.

*h* Organized in May 1904

— (Minus) indicates decrease



# INCREASE IN TRANSPORTATION EXPENSES AND IN TRANSPORTATION REVENUE.

1912 as Compared with 1902 and 1907.

By Selected Railroads.

Railroads.	Increase, in 1912 as Compared with 1902, In		Increase, in 1912 as Compared with 1907, In	
	Transportation Expenses.	Transportation Revenue.	Transportation Expenses.	Transportation Revenue.
Baltimore and Ohio . . . . .	\$13,934,769	\$40,480,058	\$2,953,155	\$9,414,197
Baltimore and Ohio Southwestern . . . . .				
Boston and Maine . . . . .	6,933,482	13,600,845	486,694	4,408,730
Buffalo, Rochester and Pittsburgh . . . . .	1,014,147	3,450,018	128,755	1,347,289
Central New England . . . . .	732,706	2,863,846	—48,208	1,315,685
Central Railroad of New Jersey . . . . .	2,497,814	8,810,419	—281,260	—83,108
Chicago, Indiana and Southern . . . . .	<i>a</i>	<i>a</i>	288,065	1,283,956
Chicago, Terre Haute and Southeastern . . . . .	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>
Cincinnati, Hamilton and Dayton . . . . .	1,953,812	4,322,698	—41,105	853,670
Cincinnati Northern . . . . .	<i>c</i>	<i>c</i>	76,864	289,747
Cleveland, Cincinnati, Chicago and St. Louis . . . . .	5,004,958	11,987,768	755,652	5,281,822
Dayton and Union . . . . .	—16,510	—20,450	—17,195	—14,070
Delaware and Hudson . . . . .	3,511,502	9,607,052	331,481	2,773,980
Delaware, Lackawanna and Western . . . . .	3,842,735	13,379,859	917,609	1,391,903
Detroit, Toledo and Ironton . . . . .	<i>d</i>	<i>d</i>	65,959	88,554
Erie . . . . .	2,175,010	11,713,146	—2,461,334	2,561,917
Grand Rapids and Indiana . . . . .	776,822	1,420,158	136,191	257,574
Hocking Valley . . . . .	714,871	2,016,162	192,902	819,429
Indiana Harbor Belt . . . . .	<i>e</i>	<i>e</i>	263,141	1,813,918
Kanawha and Michigan . . . . .	478,267	2,046,982	155,923	1,018,824
Lake Erie and Western . . . . .	631,152	1,211,397	118,876	706,943
Lake Shore and Michigan Southern . . . . .	6,870,977	20,663,043	853,494	7,313,655
Lehigh Valley . . . . .	3,499,003	13,514,590	546,281	1,501,202
Long Island . . . . .	2,143,676	4,666,524	—526,951	669,587
Maine Central . . . . .	1,785,828	4,351,906	950,102	2,325,061
Michigan Central . . . . .	4,588,791	12,357,587	—547,052	3,911,313
Monongahela . . . . .	<i>f</i>	<i>f</i>	—61,844	375,274
New Jersey and New York . . . . .	195,422	406,361	47,227	325,798
New York Central and Hudson River . . . . .	12,241,992	34,484,522	—2,652,439	10,308,836
New York, Chicago and St. Louis . . . . .	1,441,552	4,286,472	263,752	1,312,900
New York, New Haven and Hartford . . . . .	6,336,584	20,264,383	—122,487	8,214,023
New York, Philadelphia and Norfolk . . . . .	765,184	1,886,608	263,841	561,208
New York, Susquehanna and Western . . . . .	509,585	989,880	116,964	442,220
Pennsylvania Lines (East) . . . . .	23,256,171	58,142,647	830,702	6,545,316
Pennsylvania Lines (West) . . . . .	8,920,104	24,338,133	1,409,188	6,255,461
Philadelphia and Reading . . . . .	5,379,538	15,037,450	1,041,072	1,851,144
Rutland . . . . .	494,154	1,301,003	208,728	523,760
Toledo, Peoria and Western . . . . .	46,442	193,530	—7,024	44,614
Toledo, St. Louis and Western . . . . .	311,547	1,245,380	—165,842	—273,913
Vandalia . . . . .	<i>g</i>	<i>g</i>	—167,876	166,930
Western Maryland . . . . .	1,884,281	5,168,893	580,152	1,731,356
Wheeling and Lake Erie . . . . .	1,107,669	3,992,964	—106,500	1,379,704
Wabash Pittsburgh Terminal . . . . .	<i>h</i>	<i>h</i>	—260,667	—456,621
West Side Belt . . . . .	84,768	446,874	—12,907	156,366
Total . . . . .	\$126,048,805	\$354,682,708	6,502,079	\$90,716,154

*a* Organized in April, 1906.

*b* Organized in 1910.

*c* Information not available in proper form.

*d* Organized in May, 1905.

*e* Information not available.

*f* Began operations August, 1903.

*g* Consolidated in December, 1904.

*h* Organized in May, 1904.

— Minus indicates decrease.





# INCREASE IN TRANSPORTATION EXPENSES AND IN TRANSPORTATION REVENUE.

1911, as Compared with 1902 and 1907.

## By Selected Railroads.

Railroads.	Increase in 1911 as Compared with 1902, In		Increase in 1911 as Compared with 1907, In	
	Transportation Expenses.	Transportation Revenue.	Transportation Expenses.	Transportation Revenue.
Baltimore and Ohio				
Baltimore and Ohio Southwestern }	\$14 002,035	\$36,084,999	\$3,020,421	\$5,019,138
Boston and Maine.....	6,845,005	12,445,380	398,217	3,253,265
Buffalo, Rochester and Pittsburgh.....	809,989	3,011,778	—75 403	909,049
Central New England.....	723,120	2,616,968	—57 784	1,068,807
Central Railroad of New Jersey.....	1,588,972	7,786,596	—1,190,102	—1,106,931
Chicago, Indiana and Southern.....	a	a	240,622	1,019,147
Chicago, Terre Haute and Southeastern.....	b	b	b	b
Cincinnati, Hamilton and Dayton.....	2,141,057	4,055 764	146,140	586,736
Cincinnati Northern.....	c	c	—11,359	210,300
Cleveland, Cincinnati, Chicago and St. Louis.....	5,548,930	11,981,161	1,299,624	5,275,215
Dayton and Union.....	19,202	—12,921	—19,887	—6,541
Delaware and Hudson.....	3,330,084	9,347,353	150,063	2,514,281
Delaware, Lackawanna and Western.....	3,596,966	13,837,594	671,840	1,849,638
Detroit, Toledo and Ironton.....	d	d	159 626	116,457
Erie.....	1,301,534	11,817,711	—3,334,810	2,666,482
Grand Rapids and Indiana.....	771,127	1,311,257	130 496	148,673
Hocking Valley.....	789,625	1,856,489	267,656	659,756
Indiana Harbor Belt.....	e	e	328,235	1,624,696
Kanawha and Michigan.....	417,009	2,013,324	94,665	985,166
Lake Erie and Western.....	588,445	1,130 598	76,170	626,144
Lake Shore and Michigan Southern.....	7,163 544	18,508,466	1,146,061	5,159,078
Lehigh Valley.....	2 871,319	14,290,872	—81,403	2,277,484
Long Island.....	2,025,453	4,070,684	—645,174	73,747
Maine Central.....	1,248,000	2,778,257	412,274	751,412
Michigan Central.....	4,630 960	10,785,954	—504,883	2,339,680
Monongahela.....	f	f	—58,567	254,538
New Jersey and New York.....	155,602	411,523	7,407	276,960
New York Central and Hudson River.....	11,090,413	30,703,364	—3,804,018	6,527,678
New York, Chicago and St. Louis.....	1,263,095	3,883,780	85,295	910,208
New York, New Haven and Hartford.....	5,699,724	17,647,136	—759,347	5,596,776
New York, Philadelphia and Norfolk.....	708,027	1,839,402	206 684	514,002
New York, Susquehanna and Western.....	444,521	1,100,322	51,900	552,662
Pennsylvania Lines (East of Pittsburgh).....	20,761,786	51,381,967	—1,663,683	—215,364
Pennsylvania Lines (West of Pittsburgh).....	7,562 065	20,580,935	51,149	2 498,263
Philadelphia and Reading.....	4,807,550	15,009,828	469,084	1,823,522
Rutland.....	473 452	1,282,659	188,026	505,416
Toledo, Peoria and Western.....	43,461	211,528	—10,005	62,612
Toledo, St. Louis and Western.....	255,266	1,162,473	—222 123	—356,820
Vandalia.....	g	g	—11,670	568,237
Western Maryland.....	1,678,433	5,128,524	374,304	1,690,987
Wheeling and Lake Erie.....	1,028,067	3,296,882	—186 102	683,622
Wabash Pittsburgh Terminal.....	h	h	—247,213	—439,152
West Side Belt.....	68,043	350,170	—29,632	59,662
Total.....	\$116,413,488	\$323,708,777	—\$2,937,204 k—3,336,880	\$59,534,683 k56,180,463

— Minus indicates decrease.

a Organized April, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized May, 1905.

e Information not available.

f Began operation August, 1903.

g Consolidated December, 1904.

h Organized May, 1904.

k Total increase excluding roads not shown in 1902.



# OPERATING COST AND REVENUE PER FIREMAN, 1902-1912.

The series of tables which immediately follow exhibit operating cost and revenue per fireman, per freight train fireman, and per passenger train fireman in 1902 and 1912, and the large net gains in revenue per fireman over and above the increased outlay per fireman in 1912, as compared with 1902. The tables are based upon the returns of the railroads to the Interstate Commerce Commission.

## GAIN IN REVENUE PER FIREMAN OVER INCREASE IN COST PER FIREMAN IN 1912, AS COMPARED WITH 1902.

### By Selected Railroads.

Railroads.	1912, as Compared with 1902.						
	Cost per Fireman. 1912.	Cost per Fireman. 1902.	Revenue per Fireman. 1912.	Revenue per Fireman. 1902.	Increase in Cost per Fireman.	Increase in Revenue per Fireman.	Gain in Revenue Over In- crease in Cost per Fireman.
Baltimore and Ohio	\$761	\$518	\$28,596	\$21,165	\$243	\$7,431	\$7,188
Baltimore and Ohio Southwestern }							
Boston and Maine.....	955	616	36,500	28,216	339	8,284	7,945
Buffalo, Rochester and Pittsburgh.....	a	739	a	29,776	a	a	a
Central New England.....	845	544	53,363	29,698	301	23,665	23,364
Central Railroad of New Jersey.....	885	745	44,177	35,670	140	8,507	8,367
Chicago, Indiana and Southern.....	872	b	47,898	b	b	b	b
Chicago, Terre Haute and Southeastern.....	1,035	c	50,760	c	c	c	c
Cincinnati, Hamilton and Dayton.....	768	682	29,684	26,587	86	3,097	3,011
Cincinnati Northern.....	1,124	d	40,144	d	d	d	d
Cleveland, Cincinnati, Chicago and St. Louis	1,132	772	47,672	37,064	360	10,608	10,248
Dayton and Union.....	652	515	23,615	26,461	137	—2,846	—2,983
Delaware and Hudson.....	869	707	38,623	36,973	162	1,650	1,488
Delaware, Lackawanna and Western.....	868	631	43,496	29,801	237	13,695	13,458
Detroit, Toledo and Ironton.....	943	e	29,372	e	e	e	e
Erie.....	826	600	35,774	28,670	226	7,104	6,878
Grand Rapids and Indiana.....	888	622	37,282	33,709	266	3,573	3,307
Hocking Valley.....	857	858	37,842	26,574	—1	11,269	11,270
Indiana Harbor Belt.....	848	a	35,500	a	a	a	a
Kanawha and Michigan.....	756	548	31,453	20,686	208	10,767	10,559
Lake Erie and Western.....	859	693	38,813	33,423	166	5,390	5,224
Lake Shore and Michigan Southern.....	835	675	40,725	37,578	160	3,147	2,987
Lehigh Valley.....	872	665	37,279	31,751	207	5,528	5,321
Long Island.....	958	708	58,437	39,275	250	19,162	18,912
Maine Central.....	903	674	46,680	38,994	229	7,686	7,457
Michigan Central.....	916	618	38,130	27,037	298	11,093	10,795
Monongahela.....	717	f	42,578	f	f	f	f
New Jersey and New York.....	998	617	44,723	24,435	381	20,288	19,907
New York Central and Hudson River.....	1,138	753	47,849	35,114	385	12,735	12,350
New York, Chicago and St. Louis.....	1,076	849	41,405	40,137	227	1,268	1,041
New York, New Haven and Hartford.....	905	669	52,323	41,567	236	10,756	10,520
New York, Philadelphia and Norfolk.....	743	780	63,410	99,474	—37	—36,064	—36,027
New York, Susquehanna and Western.....	848	599	37,170	35,621	249	1,549	1,300
Pennsylvania Lines (East of Pittsburgh)....	934	644	39,393	34,651	290	4,742	4,452
Pennsylvania Lines (West of Pittsburgh)...	840	602	35,488	30,812	238	4,676	4,438
Philadelphia and Reading.....	933	722	44,388	34,684	211	9,704	9,493
Rutland.....	945	447	38,024	20,779	498	17,245	16,747
Toledo, Peoria and Western.....	762	714	44,021	38,401	48	5,620	5,572
Toledo, St. Louis and Western.....	1,169	757	50,858	32,603	412	18,255	17,843
Vandalia.....	1,118	g	45,546	g	g	g	g
Western Maryland.....	663	451	21,751	26,193	212	—4,442	—4,654
Wheeling and Lake Erie.....	728	704	30,984	29,021	24	1,963	1,939
Wabash Pittsburgh Terminal.....	1,058	h	36,823	h	h	h	h
West Side Belt.....	1,027	840	60,540	38,960	187	21,580	21,393
Total.....	\$902	\$649	\$39,290	\$31,779	\$252	\$7,418	\$7,166
	j900	k648	j39,219	k31,801			

— Minus denotes decrease.

a Information not available.

b. Organized in April, 1906.

c Organized in 1910.

d Information not available in proper form.

e Organized in May, 1905.

f Began operations in August, 1903.

g Consolidated in December, 1904.

h Organized in May, 1904.

j Total excluding roads not shown in 1902.

k Total excluding roads not shown in 1912.





GAIN IN REVENUE PER FREIGHT TRAIN FIREMAN OVER INCREASE IN COST PER FREIGHT TRAIN FIREMAN  
IN 1912, AS COMPARED WITH 1902.

By Selected Railroads.

Railroads.					1912, as Compared with 1902.		
	Cost per Fireman. 1912.	1902.	Revenue per Fireman. 1912.	1902.	Increase in Cost per Fireman.	Increase in Revenue per Fireman.	Gain in Revenue Over In- crease in Cost per Fireman.
Baltimore and Ohio							
Baltimore and Ohio Southwestern. }	\$761	\$518	\$39,464	\$26,788	\$243	\$12,676	\$12,433
Boston and Maine.....	955	617	49,490	37,730	338	11,760	11,422
Buffalo, Rochester and Pittsburgh.....	a	739	a	34,743	a	a	a
Central New England.....	841	575	73,446	45,091	266	28,355	28,089
Central Railroad of New Jersey.....	884	707	70,541	59,119	177	11,422	11,245
Chicago, Indiana and Southern.....	870	b	53,871	b	b	b	b
Chicago, Terre Haute and Southeastern.....	1,046	c	68,228	c	c	c	c
Cincinnati, Hamilton and Dayton.....	769	682	37,379	36,085	87	1,294	1,207
Cincinnati Northern.....	1,123	d	46,085	d	d	d	d
Cleveland, Cincinnati, Chicago and St. Louis	1,131	771	54,434	44,804	360	9,630	9,270
Dayton and Union.....	587	379	44,960	60,273	208	—15,318	—15,526
Delaware and Hudson.....	869	709	50,244	46,823	160	3,421	3,261
Delaware, Lackawanna and Western.....	867	632	59,869	47,868	235	12,001	11,766
Detroit, Toledo and Ironton.....	945	e	34,128	e	e	e	e
Erie.....	826	600	47,519	32,604	226	14,915	14,689
Grand Rapids and Indiana.....	889	625	45,583	44,398	264	1,185	921
Hocking Valley.....	859	857	43,034	30,818	2	12,216	12,214
Indiana Harbor Belt.....	a	a	a	a	a	a	a
Kanawha and Michigan.....	760	546	41,670	26,755	214	14,915	14,701
Lake Erie and Western.....	856	697	48,169	47,866	159	303	144
Lake Shore and Michigan Southern.....	835	675	50,821	46,770	160	4,051	3,891
Lehigh Valley.....	872	664	45,213	38,931	208	6,282	6,074
Long Island.....	983	699	180,746	100,448	284	80,298	80,014
Maine Central.....	902	678	57,244	53,161	224	4,083	3,859
Michigan Central.....	916	617	49,844	34,033	299	15,811	15,512
Monongahela.....	701	f	62,394	f	f	f	f
New Jersey and New York.....	782	675	87,177	108,917	107	—21,740	—21,847
New York Central and Hudson River.....	1,138	753	57,892	44,312	385	13,580	13,195
New York, Chicago and St. Louis.....	1,078	852	41,439	43,381	226	—1,942	—2,168
New York, New Haven and Hartford.....	906	669	80,596	64,848	237	15,748	15,511
New York, Philadelphia and Norfolk.....	734	770	85,181	125,190	—36	—40,009	—39,973
New York, Susquehanna and Western.....	859	597	59,518	45,226	262	14,292	14,030
Pennsylvania Lines (East of Pittsburgh)....	934	644	56,795	44,372	290	12,423	12,133
Pennsylvania Lines (West of Pittsburgh)...	839	602	46,114	39,178	237	6,936	6,699
Philadelphia and Reading.....	932	722	57,744	45,622	210	12,122	11,912
Rutland.....	946	444	53,478	27,318	502	26,160	25,658
Toledo, Peoria and Western.....	792	698	67,663	40,716	94	26,947	26,853
Toledo, St. Louis and Western.....	1,165	760	60,642	41,008	405	19,634	19,229
Vandalia.....	1,119	g	53,686	g	g	g	g
Western Maryland.....	661	455	28,095	a	206	a	a
Wheeling and Lake Erie.....	731	700	38,667	38,306	31	361	330
Wabash Pittsburgh Terminal.....	1,128	h	77,870	h	h	h	h
West Side Belt.....	1,006	463	76,183	30,561	543	45,622	45,079
Total.....	\$896	\$647	\$51,425	\$40,514	\$248	\$10,732	\$10,484
	j893	k645	j51,190	k40,458			

a Information not available.

b Organized in April, 1906.

c Organized in 1910.

d Information not available in proper form.

e Organized in May, 1905.

f Began operation August, 1903.

g Consolidated in December, 1904.

h Organized in May, 1904.

j Total excluding roads not shown in 1902.

k Total excluding roads not shown in 1912.



GAIN IN REVENUE PER PASSENGER TRAIN FIREMAN OVER INCREASE IN COST PER PASSENGER FIREMAN IN 1912, AS COMPARED WITH 1902.

By Selected Railroads.

Railroads.	1912, as Compared with 1902.						
	Cost per Fireman. 1912.	1902.	Revenue per Fireman. 1912.	1902.	Increase in Cost per Fireman.	Increase in Revenue per Fireman.	Gain in Revenue Over In- crease in Cost per Fireman.
Baltimore and Ohio	\$761	\$518	\$11,043	\$10,636	\$243	\$407	\$164
Baltimore and Ohio Southwestern }							
Boston and Maine.....	954	616	21,988	17,798	338	4,190	3,852
Buffalo, Rochester and Pittsburgh.....	a	739	a	14,601	a	a	a
Central New England.....	850	527	12,917	16,027	323	—3,110	—3,433
Central Railroad of New Jersey.....	885	706	17,886	15,063	179	2,823	2,644
Chicago, Indiana and Southern.....	878	b	12,342	b	b	b	b
Chicago, Terre Haute and Southeastern.....	1,017	c	14,602	c	c	c	c
Cincinnati, Hamilton and Dayton.....	765	681	10,649	8,470	84	2,179	2,095
Cincinnati Northern.....	1,125	d	17,744	d	d	d	d
Cleveland, Cincinnati, Chicago and St. Louis	1,133	773	25,554	22,900	360	2,654	2,294
Dayton and Union.....	665	543	14,726	18,335	122	—3,609	—3,731
Delaware and Hudson.....	869	705	16,156	17,608	164	—1,452	—1,616
Delaware, Lackawanna and Western.....	869	631	19,264	13,100	238	6,164	5,926
Detroit, Toledo and Ironton.....	937	e	10,000	e	e	e	e
Erie .....	826	599	14,587	13,804	227	783	556
Grand Rapids and Indiana.....	887	619	23,758	20,222	268	3,536	3,268
Hocking Valley.....	854	861	13,454	11,920	—7	1,534	1,541
Indiana Harbor Belt.....	a	a	a	a	a	a	a
Kanawha and Michigan.....	750	552	9,883	8,645	198	1,238	1,040
Lake Erie and Western.....	864	689	15,363	17,428	175	—2,065	—2,240
Lake Shore and Michigan Southern .....	834	676	18,298	19,757	158	—1,459	—1,617
Lehigh Valley.....	873	666	13,287	13,017	207	270	63
Long Island.....	955	709	42,446	25,326	246	17,120	16,874
Maine Central.....	903	671	27,601	23,599	232	4,002	3,770
Michigan Central.....	916	617	20,154	16,285	299	3,869	3,570
Monongahela. ....	748	f	2,521	f	f	f	f
New Jersey and New York.....	1,025	613	37,112	16,677	412	20,435	20,023
New York Central and Hudson River.....	1,139	753	27,039	21,096	386	5,943	5,557
New York, Chicago and St. Louis.....	1,068	840	29,388	30,794	228	—1,406	—1,634
New York, New Haven and Hartford.....	905	669	32,150	24,615	236	7,535	7,299
New York, Philadelphia and Norfolk.....	757	795	22,536	42,465	—38	—19,929	—19,891
New York, Susquehanna and Western.....	840	602	13,048	17,060	238	—4,012	—4,250
Pennsylvania Lines (East of Pittsburgh)....	935	643	17,160	16,885	292	275	—17
Pennsylvania Lines (West of Pittsburgh)...	840	602	14,191	13,544	238	647	409
Philadelphia and Reading.....	934	722	16,382	15,032	212	1,350	1,138
Rutland .....	945	448	21,212	12,932	497	8,280	7,783
Toledo, Peoria and Western.....	743	734	24,759	24,637	9	122	113
Toledo, St. Louis and Western.....	1,178	752	15,169	11,011	426	4,158	3,732
Vandalia .....	1,116	g	22,373	g	g	g	g
Western Maryland.....	665	444	7,985	10,762	221	—2,777	—2,998
Wheeling and Lake Erie.....	725	711	6,712	10,034	14	—3,322	—3,336
Wabash Pittsburgh Terminal.....	667	h	7,477	h	h	h	h
West Side Belt.....	1,088	0	3,973	a	a	a	a
Total.....	\$909	\$653	<del>\$724,889</del>	<del>\$592,085</del>	\$256	<del>\$56,373</del>	<del>\$56,117</del>
	j908	k652	<del>j633,857</del>	<del>k577,484</del>	....	.....	.....

- a Information not available.
- b Organized in April, 1906.
- c Organized in 1910.
- d Information not available in proper form.
- e Organized in May, 1905.
- f Began operation August, 1903.
- g Consolidated December, 1904.
- h Organized in May, 1904.
- j Total excluding figures for roads not shown in 1902.
- k Total excluding figures for roads not shown in 1912.

*Handwritten calculations:*  
\$23,463      \$20,529  
j. 23,477      k. 20,560  
\$2,917      \$2,661





# REVENUE AND COST OF FIREMEN PER FREIGHT REVENUE LOCOMOTIVE MILE.

The following table shows by railroads the cost of firemen and the freight revenue returns in 1912 as compared with 1908 upon the basis of a freight locomotive mile. The comparative increase in outlay for firemen and in revenue is also exhibited in parallel columns. Freight revenue and freight revenue locomotive miles are taken directly from the annual reports of the railroads to the Interstate Commerce Commission. The number and cost of freight firemen are ascertained by an apportionment based on the ratio of freight revenue locomotive miles to total revenue locomotive miles.

## INCREASE IN COST OF FREIGHT FIREMEN AND IN FREIGHT REVENUE PER FREIGHT LOCOMOTIVE MILE IN 1912 AS COMPARED WITH 1908.

### By Selected Railroads.

Railroads.	Cost of Freight Firemen.		Freight Revenue.		1912, as Compared with 1908.	
	1912.	1908.	1912.	1908.	Increase in Cost of Freight Firemen.	Increase in Freight Revenue.
Baltimore and Ohio	\$0.0403	\$0.0339	\$2.42	\$1.98	\$0.0064	\$0.44
Baltimore and Ohio Southwestern	.0392	.0300	2.55	2.14	.0092	.41
Boston and Maine	.0361	.0297	2.12	1.85	.0064	.27
Buffalo, Rochester and Pittsburgh	.0325	.0305	3.76	3.02	.0020	.74
Central New England	.0380	.0332	3.89	3.95	.0048	— .06
Central Railroad of New Jersey	.0323	.0295	2.67	2.13	.0028	.54
Chicago, Indiana and Southern	a	a	3.14	a	a	a
Chicago, Terre Haute and Southeastern	.0353	.0277	2.47	2.24	.0076	.23
Cincinnati, Hamilton and Dayton	.0336	.0231	1.63	1.54	.0105	.09
Cincinnati Northern	.0318	.0276	2.31	2.02	.0042	.29
Cleveland, Cincinnati, Chicago and St. Louis	.0201	.0141	1.54	1.87	.0050	— .33
Dayton and Union	.0356	.0326	2.39	2.37	.0030	.02
Delaware and Hudson	.0352	.0302	2.73	2.60	.0050	.13
Delaware, Lackawanna and Western	.0304	.0255	1.44	1.42	.0049	.02
Detroit, Toledo and Ironton	.0367	.0357	2.60	2.49	.0010	.11
Erie	.0306	.0270	2.05	1.96	.0036	.09
Grand Rapids and Indiana	.0407	0.315	3.30	2.73	.0092	.57
Hocking Valley	b	b	b	b	b	b
Indiana Harbor Belt	.0379	.0308	2.54	1.89	.0071	.65
Kanawha and Michigan	.0299	.0243	2.22	2.31	.0056	— .09
Lake Erie and Western	.0348	.0314	3.18	2.75	.0034	.43
Lake Shore and Michigan Southern	.0400	.0325	2.91	2.88	.0075	.03
Lehigh Valley	.0368	.0296	3.74	3.81	.0072	— .07
Long Island	.0312	.0292	2.77	2.60	.0020	.17
Maine Central	.0351	.0285	2.67	2.16	.0066	.51
Michigan Central	.0481	.0393	7.99	5.60	.0088	2.39
Monongahela	.0393	.0347	4.21	3.16	.0046	1.05
New Jersey and New York	.0350	.0329	2.40	2.01	.0021	.39
New York Central and Hudson River	.0344	.0310	1.80	1.70	.0034	.10
New York, Chicago and St. Louis	.0360	.0328	3.84	3.20	.0032	.64
New York, New Haven and Hartford	.0364	.0273	5.14	4.48	.0091	.66
New York, Philadelphia and Norfolk	.0382	.0335	2.94	2.20	.0047	.74
New York, Susquehanna and Western	.0397	.0345	3.02	2.71	.0052	.31
Pennsylvania Lines (East of Pittsburgh)	.0365	.0311	2.86	2.65	.0054	.21
Pennsylvania Lines (West of Pittsburgh)	.0366	.0314	3.23	3.08	.0052	.15
Philadelphia and Reading	.0294	.0241	1.94	1.86	.0053	.08
Rutland	.0247	.0250	2.54	2.56	— .0003	— .02
Toledo, Peoria and Western	.0308	.0264	2.07	1.96	.0044	.11
Toledo, St. Louis and Western	.0330	.0341	2.24	1.89	— .0011	.35
Vandalia	.0399	.0309	2.13	2.04	.0090	.09
Western Maryland	.0390	.0353	3.50	2.52	.0037	.98
Wheeling and Lake Erie	.0494	.0287	4.65	5.36	.0207	— .71
Wabash Pittsburgh Terminal	.0458	.0170	7.03	4.42	.0288	2.61
West Side Belt						
Total	\$0.0370	\$0.0322	\$2.73 c2.73	\$1.75	\$0.0048	\$0.98

a Organized in 1910.

b Information not available.

c Total, excluding roads not shown in 1908



# REVENUE GAINS AND INCREASE IN COST OF FREIGHT FIREMEN.

## PER FREIGHT TRAIN MILE, 1912 OVER 1902.

The table next presented shows in comparative form for the individual railroads the cost of freight firemen and the amount of revenue receipts in 1912 and 1902, together with the increase in 1912 as compared with 1902 in the cost of freight firemen and in revenue. The total amount of freight revenue has been taken directly from the official reports of the railroads to the Interstate Commerce Commission. The number of freight firemen as well as the expense for freight firemen has been determined by an apportionment according to the ratio which freight revenue train miles bears to total revenue train mileage. The large gains in revenues as contrasted with the increase in the cost of freight firemen are apparent.

## INCREASE IN COST OF FREIGHT FIREMEN AND IN FREIGHT REVENUE PER REVENUE FREIGHT TRAIN MILE IN 1912 AS COMPARED WITH 1902.

By Selected Railroads.

Railroads.	Cost of Firemen		Revenue		1912 as Compared with 1902	
	1912	1902	1912	1902	Increase in Cost of Firemen	Increase in Revenue
Baltimore and Ohio	\$0.0655	\$0.0417	\$3.29	\$2.10	\$0.0238	\$1.19
Baltimore and Ohio Southwestern	.0576	.0378	2.95	2.37	.0198	.58
Boston and Maine	.0608	.0468	3.14	2.18	.0140	.96
Buffalo, Rochester and Pittsburgh	.0472	.0258	4.25	2.02	.0214	2.23
Ceentral New England	.0589	.0522	4.50	4.37	.0067	.13
Central Railroad of New Jersey	.0405	<i>a</i>	2.79	<i>a</i>	<i>a</i>	<i>a</i>
Chicago, Indiana and Southern	.0471	<i>b</i>	3.24	<i>b</i>	<i>b</i>	<i>b</i>
Chicago, Terre Haute and Southeastern	.0571	.0420	2.97	2.15	.0151	.82
Cincinnati, Hamilton and Dayton	.0431	<i>c</i>	1.92	<i>c</i>	<i>c</i>	<i>c</i>
Cincinnati Northern	.0470	.0337	2.47	1.97	.0133	.50
Cleveland, Cincinnati, Chicago and St. Louis	.0203	.0130	1.56	2.07	.0073	— .51
Dayton and Union	.0584	.0409	3.23	2.79	.0175	.44
Delaware and Hudson	.0590	.0432	4.12	2.82	.0158	1.30
Deelaware, Lackawanna and Western	.0400	<i>d</i>	1.42	<i>d</i>	<i>d</i>	<i>d</i>
Detroit, Toledo and Ironton	.0561	.0420	3.27	2.55	.0141	.72
Erie	.0427	.0280	2.21	1.98	.0147	.23
Grand Rapids and Indiana	.0693	.0829	3.75	2.97	— .0136	.78
Hocking Valley	<i>e</i>	<i>e</i>	<i>e</i>		<i>e</i>	<i>e</i>
Indiana Harbor Belt	.0555	.0374	3.07	1.85	.0181	1.22
Kanawha and Michigan	.0400	.0320	2.39	2.06	.0080	.33
Lake Erie and Western	.0551	.0428	3.57	2.87	.0123	.70
Lake Shore and Michigan Southern	.0664	.0438	3.70	2.59	.0226	1.11
Lehigh Valley	.0295	.0265	5.47	3.80	.0030	1.67
Long Island	.0421	.0354	2.90	2.80	.0067	.10
Maine Central	.0598	.0389	3.10	2.05	.0209	1.05
Michigan Central	.0984	<i>f</i>	8.81	<i>f</i>	<i>f</i>	<i>f</i>
Monongahela	.0409	.0215	4.59	3.48	.0194	1.11
New Jersey and New York	.0522	.0373	2.80	2.21	.0149	.59
New York Central and Hudson River	.0462	.0298	1.81	1.47	.0164	.34
New York, Chicago and St. Louis	.0471	.0338	4.10	3.42	.0133	.68
New York, New Haven and Hartford	.046	.0232	5.29	3.82	.0254	1.47
New York, Philadelphia and Norfolk	.0547	.0269	3.82	2.20	.0278	1.62
New York, Susquehanna and Western	.0670	.0429	3.94	2.96	.0241	.98
Pennsylvania Lines, (East of Pittsburgh)	.0572	.0381	3.05	2.42	.0191	.63
Pennsylvania (West of Pittsburgh)	.0589	.0384	3.86	2.43	.0205	1.43
Philadelphia and Reading	.0431	.0319	2.38	1.97	.0112	.41
Rutland	.0295	.0295	2.56	1.74	.0000	.82
Toledo, Peoria and Western	.0396	.0291	2.23	1.58	.0105	.65
Toledo, St. Louis and Western	.0459	<i>g</i>	2.38	<i>g</i>	<i>g</i>	<i>g</i>
Vandalia	.0723	.0269	3.05	2.00	.0454	1.05
Western Maryland	.0663	.0396	3.84	2.18	.0267	1.66
Wheeling and Lake Erie	.0712	<i>h</i>	4.89	<i>h</i>	<i>h</i>	<i>h</i>
Wabash Pittsburgh Terminal	.1107	.0779	8.67	5.32	.0328	3.35
West Side Belt						
Total	\$0.0576	\$0.0400	\$3.32	\$2.50	\$0.0180	\$8.84
	<i>k</i> .0580	<i>k</i> 3.34				

(Minus sign) — indicates decrease.

*a* Organized in April, 1906.

*b* Organized in 1910.

*c* Information not available in proper form.

*d* Organized in May, 1905.

*e* Information not available.

*f* Began operations, August 1903.

*g* Consolidated in December, 1904.

*h* Organized in May, 1904.

*k* Total excluding roads not shown for 1902.





# REVENUE AND COST OF FIREMEN PER PASSENGER TRAIN MILE.

The table which is substituted below shows the cost of firemen and the receipts per passenger train mile in 1912 and in 1902, and makes a comparison in the increase in cost of firemen and revenue in 1912 as compared with 1902. The figures upon which these tables are based are taken directly from the original reports of the railroads to the Interstate Commerce Commission. Attention is called to the large gains in revenues as compared with the increase in cost of firemen during the period under consideration.

## INCREASE IN COST OF PASSENGER FIREMEN AND IN PASSENGER REVENUE PER PASSENGER TRAIN MILE IN 1912, AS COMPARED WITH 1902.

### By Selected Railroads.

Railroads.	Cost of Firemen.		Revenue.		1912, as Compared with 1902.	
	1912.	1902.	1912.	1902.	Increase in Cost of Firemen.	Increase in Revenue.
Baltimore and Ohio	\$0.0650	\$0.0417	\$1.1592	\$1.0736	\$0.0233	\$0.0856
Baltimore and Ohio Southwestern }						
Boston and Maine.....	.0568	.0373	1.4999	1.2167	.0195	.2832
Buffalo, Rochester and Pittsburgh.....	.0606	.0467	.9255	1.0046	.0139	— .0791
Central New England.....	.0453	.0215	.9758	.8440	.0238	.1318
Central Railroad of New Jersey.....	.0584	.0510	1.3034	1.0736	.0074	.2298
Chicago, Indiana and Southern.....	.0405	a	.6808	a	a	a
Chicago, Terre Haute and Southeastern.....	.0463	b	.7490	b	b	b
Cincinnati, Hamilton and Dayton.....	.0555	.0409	.9921	.9530	.0146	.0391
Cincinnati Northern.....	.0431	c	.8445	c	c	c
Cleveland, Cincinnati, Chicago and St. Louis.....	.0469	.0337	1.3104	1.1871	.0132	.1233
Dayton and Union.....	.0203	.0130	.5391	.4712	.0073	.0679
Delaware and Hudson.....	.0582	.0394	1.2351	1.1081	.0188	.1270
Delaware, Lackawanna and Western.....	.0586	.0431	1.6232	1.1336	.0155	.4896
Detroit, Toledo and Ironton.....	.0398	d	.5587	d	d	d
Erie.....	.0559	.0420	1.2840	1.1264	.0139	.1576
Grand Rapids and Indiana.....	.0413	.0275	1.2771	1.0196	.0138	.2575
Hocking Valley.....	.0690	.0823	1.3078	1.2802	— .0133	.0276
Indiana Harbor Belt.....	e	e	e	e	e	e
Kanawha and Michigan.....	.0555	.0374	.8172	.6741	.0181	.1431
Lake Erie and Western.....	.0390	.0318	.8471	.9199	.0072	— .0728
Lake Shore and Michigan Southern.....	.0550	.0428	1.6909	1.7045	.0122	— .0136
Lehigh Valley.....	.0659	.0438	1.1614	.9722	.0221	.1892
Long Island.....	.0292	.0265	1.3203	1.1744	.0027	.1459
Maine Central.....	.0407	.0334	1.4295	1.3591	.0073	.0704
Michigan Central.....	.0578	.0377	1.6162	1.1918	.0201	.4244
Monongahela.....	.0984	f	.4650	f	f	f
New Jersey and New York.....	.0409	.0215	1.5584	.6270	.0194	.9314
New York Central and Hudson River.....	.0519	.0369	1.5474	1.2388	.0150	.3086
New York, Chicago and St. Louis.....	.0462	.0298	1.4531	1.1898	.0164	.2633
New York, New Haven and Hartford.....	.0463	.0330	1.9002	1.4450	.0133	.4552
New York, Philadelphia and Norfolk.....	.0486	.0232	1.9232	1.6875	.0254	.2359
New York, Susquehanna and Western.....	.0540	.0269	1.2370	.8408	.0271	.3962
Pennsylvania Lines (East of Pittsburgh).....	.0669	.0429	1.5294	1.3898	.0240	.1396
Pennsylvania Lines (West of Pittsburgh).....	.0572	.0381	1.3041	1.1163	.0191	.1878
Philadelphia and Reading.....	.0583	.0379	1.2098	.8746	.0204	.3352
Rutland.....	.0397	.0274	1.1248	.9021	.0123	.2227
Toledo, Peoria and Western.....	.0282	.0271	1.0672	1.0574	.0011	.0098
Toledo, St. Louis and Western.....	.0396	.0291	.7189	.7184	.0105	.0005
Vandalia.....	.0455	g	1.2374	g	g	g
Western Maryland.....	.0717	.0269	1.0754	.8408	.0448	.2346
Wheeling and Lake Erie.....	.0663	.0395	.7821	.6408	.0268	.1413
Wabash Pittsburgh Terminal.....	.0468	h	.6780	h	h	h
West Side Belt.....	.1107	e	.4586	.5937	e	— .1351
Total.....	\$0.0556 j .0558	\$0.0385	\$1.4291 j1.4388	\$1.2105	\$0.0173	\$0.2283

- a Organized in April, 1906.
- b Organized in 1910.
- c Information not available in proper form.
- d Organized in May, 1905.
- e Information not available.
- f Began operation, August, 1903.
- g Consolidated December, 1904.
- h Organized in May, 1904.
- j Total, excluding roads not given in 1902.



# COSTS AND REVENUES PER REVENUE TRAIN MILE, 1902-1912.

A comparison is made in the series of tables next presented of the cost of firemen, other principal transportation and operating costs and revenues during the period 1902-1912. The first table shows the actual costs and revenues per revenue train mile in 1902, 1907, 1911 and 1912; the following tables show increases in costs and revenues on a revenue train mile basis in 1912 as compared with 1911, 1907, and 1902, and in 1911 as compared with 1907 and 1902. These tables are based on the original reports of the railroads to the Interstate Commerce Commission. The large revenue gains arising from the increased productive efficiency of firemen and other transportation labor are evident from a glance at this series of tabulations. The first table in the series immediately follows.

## LABOR COST OF FIREMEN PER REVENUE TRAIN MILE.

By Selected Railroads.

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio } .....	\$0.0644	\$0.0570	\$0.0505	\$0.0417
Baltimore and Ohio Southwestern } .....				
Boston and Maine .....	.0563	.0537	.0425	.0370
Buffalo, Rochester and Pittsburgh.....	.0603	.0579	.0563	.0462
Central New England .....	.0436	.0377	.0398	.0207
Central Railroad of New Jersey.....	.0582	.0558	.0500	.0505
Chicago, Indiana and Southern.....	.0405	.0401	.0513	a
Chicago, Terre Haute and Southeastern....	.0453	b .0406	.....	.....
Cincinnati, Hamilton and Dayton.....	.0544	.0513	.0393	.0403
Cincinnati Northern .....	.0430	.0425	.0348	c
Cleveland, Cincinnati, Chicago & St. Louis..	.0468	.0462	.0413	.0337
Dayton and Union .....	.0203	.0203	.0144	.0130
Delaware and Hudson .....	.0578	.0559	.0516	.0382
Delaware, Lackawanna and Western.....	.0584	.0580	.0483	.0431
Detroit, Toledo and Ironton.....	.0374	.0367	.0446	d
Erie Railroad .....	.0557	.0529	.0531	.0420
Grand Rapids and Indiana.....	.0407	.0375	.0310	.0272
Hocking Valley .....	.0683	.0683	.0487	.0803
Indiana Harbor Belt .....	e	e	e	e
Kanawha and Michigan .....	.0554	.0524	.0478	.0374
Lake Erie and Western.....	.0380	.0365	.0346	.0316
Lake Shore and Michigan Southern.....	.0549	.0564	.0513	.0428
Lehigh Valley .....	.0651	.0606	.0516	.0438
Long Island .....	.0291	.0298	.0347	.0265
Maine Central .....	.0401	.0466	.0407	.0328
Michigan Central .....	.0566	.0542	.0449	.0368
Monongahela . . . . .	.0984	.0981	.0772	f
New Jersey and New York.....	.0409	.0448	.0318	.0215
New York Central and Hudson River.....	.0518	.0502	.0496	.0367
New York, Chicago and St. Louis.....	.0462	.0455	.0404	.0298
New York, New Haven and Hartford.....	.0461	.0457	.0429	.0329
New York, Philadelphia and Norfolk.....	.0486	.0466	.0328	.0232
New York, Susquehanna and Western.....	.0537	.0515	.0406	.0269
Pennsylvania Lines (East of Pittsburgh)...	.0667	.0644	.0544	.0429
Pennsylvania Lines (West of Pittsburgh)...	.0571	.0547	.0493	.0381
Philadelphia and Reading .....	.0578	.0572	.0525	.0374
Rutland . . . . .	.0388	.0361	.0296	.0261
Toledo, Peoria and Western.....	.0278	.0286	.0269	.0256
Toledo, St. Louis and Western.....	.0396	.0382	.0337	.0291
Vandalia . . . . .	.0453	.0463	.0383	g
Western Maryland .....	.0707	.0624	.0512	.0269
Wheeling and Lake Erie.....	.0663	.0669	.0699	.0393
Wabash Pittsburgh Terminal .....	.0712	.0626	.0418	h
West Side Belt .....	.1107	.1048	.0439	.0450
Total.....	\$0.0561	\$0.0540	\$0.0485	\$0.0389
	j .0564	j .0542	j .0487	.....

a Organized April, 1906.

b Organized in 1910—figures for first six months in 1911.

c Information not available in proper form.

d Organized in 1905.

e Information not available.

f Began operations August, 1903.

g Consolidated December, 1904.

h Organized May, 1904.

j Total excluding roads not shown in 1902.





LABOR COST OF TRANSPORTATION PER REVENUE TRAIN MILE.

By Selected Railroads.

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio } .....	\$0.5706	\$0.5131	\$0.4580	\$0.4555
Baltimore and Ohio Southwestern } .....				
Boston and Maine .....	.6751	.6632	.5371	.4626
Buffalo, Rochester and Pittsburgh.....	.4793	.4746	.4452	.3638
Central New England .....	.5075	.4242	.4577	.2508
Central Railroad of New Jersey.....	.6257	.6536	.6730	.6040
Chicago, Indiana and Southern.....	.3650	.3688	.3725	a
Chicago, Terre Haute and Southeastern....	.4987	b .4953	.....	.....
Cincinnati, Hamilton and Dayton.....	.5291	.4998	.3835	.4293
Cincinnati Northern .....	.3710	.3709	.3040	c
Cleveland, Cincinnati, Chicago & St. Louis..	.5023	.4965	.4709	.3836
Dayton and Union .....	.1421	.1346	.1154	.0993
Delaware and Hudson .....	.5447	.5236	.4582	.3780
Delaware, Lackawanna and Western.....	.5747	.5744	.5737	.4430
Detroit, Toledo and Ironton.....	.3130	.3413	.3588	d
Erie .....	e	e	.5210	.5064
Grand Rapids and Indiana.....	.4102	.3995	.3571	.3018
Hocking Valley .....	.5805	.5882	.5624	.5976
Indiana Harbor Belt .....	e	e	e	e
Kanawha and Michigan .....	.4244	.4435	.3888	.3163
Lake Erie and Western .....	.3534	.3390	.3491	.2829
Lake Shore and Michigan Southern.....	.5245	.5281	.4834	.4602
Lehigh Valley .....	.6012	.5619	.5840	.4535
Long Island .....	.4787	.4771	.7453	.3717
Maine Central .....	.4012	.5486	.4379	.3582
Michigan Central .....	.5694	.5550	.4937	.3708
Monongahela .....	1.0174	1.0708	.8078	f
New Jersey and New York.....	e	e	.2535	.1788
New York Central and Hudson River.....	.4927	.4814	.5274	.3788
New York, Chicago and St. Louis.....	.4803	.4218	.3774	.2912
New York, New Haven and Hartford.....	.5909	.6031	.6313	.5445
New York, Philadelphia and Norfolk.....	.9342	.9192	.7084	.5956
New York, Susquehanna and Western.....	e	e	.3952	.3300
Pennsylvania Lines (East of Pittsburgh)...	.7751	.7582	.6860	.5709
Pennsylvania Lines (West of Pittsburgh)...	.6077	.5885	.5462	.4224
Philadelphia and Reading .....	.6326	.6306	.5395	.3950
Rutland .....	.3198	.3104	.2482	.2244
Toledo, Peoria and Western.....	.3334	.3165	.3189	.2664
Toledo, St. Louis and Western.....	.3709	.3614	.3904	.3064
Vandalia .....	.4669	.4531	.3896	g
Western Maryland .....	.6053	.5511	.4811	.2471
Wheeling and Lake Erie.....	.5722	.6717	.7887	.4158
Wabash Pittsburgh Terminal .....	.6759	.7172	.4773	h
West Side Belt .....	.8450	.5390	.4642	.4188
Total.....	\$0.5845	\$0.5700	\$0.5421	\$0.4491
	j .5887	j .5740	j .5481	j .4464

a Organized April, 1906.

b Organized in 1910—figures for first six months in 1911.

c Information not available in proper form.

d Organized in 1905.

e Information not available.

f Began operations August, 1903.

g Consolidated December, 1904.

h Organized May, 1904.

j Excluding roads not shown in other years.



TOTAL TRANSPORTATION EXPENSES PER REVENUE TRAIN MILE.

By Selected Railroads.

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio } .....	\$0.8562	\$0.7724	\$0.7328	\$0.6259
Baltimore and Ohio Southwestern. } .....				
Boston and Maine .....	.9975	.9557	.9505	.7666
Buffalo, Rochester and Pittsburgh.....	.7942	.7766	.8263	.6408
Central New England .....	.7527	.6680	.8848	.4119
Central Railroad of New Jersey .....	.8994	.8624	.9640	.8494
Chicago, Indiana and Southern.....	.8156	.7833	.7905	a
Chicago, Terre Haute and Southeastern....	.7184	c .6974	.....	.....
Cincinnati, Hamilton and Dayton.....	.8995	.8495	.8128	.6405
Cincinnati Northern .....	.6591	.6287	.7550	d
Cleveland, Cincinnati, Chicago & St. Louis..	.7977	.7975	.8368	.6433
Dayton and Union .....	.3326	.3040	.3983	.3389
Delaware and Hudson .....	.9058	.8738	.8568	.6815
Delaware, Lackawanna and Western.....	.9061	.8845	.7768	.6560
Detroit, Toledo and Ironton.....	.5724	.5611	.6383	e
Erie .....	.8439	.8030	.9795	.7950
Grand Rapids and Indiana .....	.7370	.6749	.6800	.5648
Hocking Valley .....	.9267	.8904	.8079	.7164
Indiana Harbor Belt .....	b	b	b	b
Kanawha and Michigan .....	.6806	.6235	.6745	.5794
Lake Erie and Western.....	.6827	.6696	.7168	.5480
Lake Shore and Michigan Southern.....	.8895	.8674	.9257	.7940
Lehigh Valley .....	.9499	.8739	.8946	.7844
Long Island .....	.8056	.7893	1.0861	.6811
Maine Central .....	.7730	.7909	.7585	.6597
Michigan Central .....	.9375	.9094	1.0240	.6759
Monongahela . . . . .	1.1970	1.2655	1.3502	f
New Jersey and New York.....	.8346	.7843	.7803	.4269
New York Central and Hudson River.....	.8215	.7955	.9201	.6577
New York, Chicago and St. Louis.....	.7475	.7292	.7990	.6666
New York, New Haven and Hartford.....	1.0330	1.0412	1.0489	.8828
New York, Philadelphia and Norfolk.....	1.6620	1.6212	1.5428	1.2015
New York, Susquehanna and Western.....	.9437	.8589	.7985	.5504
Pennsylvania Lines (East of Pittsburgh)...	1.0341	1.0172	.9695	.8095
Pennsylvania Lines (West of Pittsburgh)...	.8541	.8192	.8684	.6735
Philadelphia and Reading .....	.9125	.8823	.7833	.5770
Rutland . . . . .	.6187	.6175	.6084	.4928
Toledo, Peoria and Western.....	.6178	.6093	.6545	.5307
Toledo, St. Louis and Western.....	.6333	.6242	.6842	.5270
Vandalia . . . . .	.7399	.7074	.7313	g
Western Maryland .....	.8531	.7692	.7358	.5948
Wheeling and Lake Erie.....	.9355	.9146	.9622	.6416
Wabash Pittsburgh Terminal .....	.9709	.9917	1.3381	h
West Side Belt .....	1.2793	1.0017	1.4086	.5424
Total.....	\$0.8955 j .9000	\$0.8625 j .8667	\$0.8908 j .8938	\$0.7130 .....

a Organized April, 1906.

b Information not available.

c Organized in 1910—figures for first six months of 1911.

d Information not available in proper form.

e Organized May 5, 1905.

f Began operations August, 1903.

g Consolidated December, 1904.

h Organized May, 1904.

j Excluding roads not shown in 1902.





# TRANSPORTATION REVENUE PER REVENUE TRAIN MILE.

By Selected Railroads.

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	\$2.40	\$2.05	\$2.02	\$1.70
Boston and Maine.....	2.12	1.98	1.86	1.69
Buffalo, Rochester and Pittsburgh.....	2.40	2.40	2.30	1.83
Central New England . . . . .	2.73	2.28	1.89	1.11
Central Railroad of New Jersey.....	2.82	2.92	2.93	2.51
Chicago, Indiana and Southern.....	2.20	2.04	1.79	<i>a</i>
Chicago, Terre Haute and Southeastern.....	2.22	<i>b</i> 2.12		
Cincinnati, Hamilton and Dayton.....	2.06	1.83	1.70	1.54
Cincinnati Northern.....	1.53	1.63	1.58	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis....	1.95	1.87	1.80	1.60
Dayton and Union.....	.72	.72	.75	.67
Delaware and Hudson.....	2.55	2.49	2.19	1.97
Delaware, Lackawanna and Western.....	2.91	2.94	2.61	2.01
Detroit, Toledo and Ironton.....	1.15	1.03	1.31	<i>d</i>
Erie . . . . .	2.40	2.41	2.30	1.96
Grand Rapids and Indiana.....	1.69	1.52	1.58	1.44
Hocking Valley.....	2.94	2.67	2.48	2.39
Indiana Harbor Belt.....	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>
Kanawha and Michigan . . . . .	2.30	2.23	1.85	1.40
Lake Erie and Western.....	1.71	1.68	1.65	1.50
Lake Shore and Michigan Southern.....	2.65	2.43	2.48	2.35
Lehigh Valley.....	2.76	2.73	2.61	1.99
Long Island.....	1.73	1.64	1.97	1.45
Maine Central . . . . .	2.06	2.07	2.07	1.88
Michigan Central.....	2.33	2.14	2.14	1.60
Monongahela . . . . .	5.83	5.55	3.89	<i>f</i>
New Jersey and New York.....	1.82	1.81	1.16	.85
New York Central and Hudson River.....	2.15	2.06	2.03	1.66
New York, Chicago and St. Louis.....	1.77	1.73	1.77	1.41
New York, New Haven and Hartford.....	2.60	2.58	2.29	2.02
New York, Philadelphia and Norfolk.....	4.09	4.10	3.75	2.95
New York, Susquehanna and Western.....	2.33	2.34	1.86	1.59
Pennsylvania Lines (East of Pittsburgh).....	2.79	2.74	2.54	2.28
Pennsylvania Lines (West of Pittsburgh).....	2.39	2.30	2.32	1.93
Philadelphia and Reading.....	2.73	2.74	2.41	1.79
Rutland . . . . .	1.54	1.55	1.51	1.18
Toledo, Peoria and Western.....	1.59	1.60	1.60	1.28
Toledo, St. Louis and Western.....	1.71	1.72	1.77	1.23
Vandalia . . . . .	1.83	1.75	1.71	<i>g</i>
Western Maryland.....	2.31	2.25	1.94	1.56
Wheeling and Lake Erie.....	2.80	2.56	2.25	1.60
Wabash Pittsburgh Terminal.....	2.43	2.42	2.84	<i>h</i>
West Side Belt . . . . .	6.51	4.95	4.26	1.92
Total.....	\$2.41 <i>j</i> 2.43	\$2.31 <i>j</i> 2.33	\$2.22 <i>j</i> 2.23	\$1.88

*a* Organized April, 1906.

*b* Organized in 1910; figures for first six months 1911.

*c* Information not available in proper form.

*d* Organized in 1905.

*e* Information not available.

*f* Began operations, August, 1903.

*g* Consolidated December, 1904.

*h* Organized in May, 1904.

*j* Excluding roads not shown in 1902.



# MAINTENANCE OF EQUIPMENT PER REVENUE TRAIN MILE.

By Selected Railroads.

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio				
Baltimore and Ohio Southwestern. }	\$0.4353	\$0.3738	\$0.3270	\$0.2235
Boston and Maine	.3000	.2813	.1965	.1784
Buffalo, Rochester and Pittsburgh	.4574	.4679	.3516	.2521
Central New England	.2132	.1937	.1878	.1143
Central Railroad of New Jersey	.4301	.4532	.3633	.3342
Chicago, Indiana and Southern	.6405	.4113	.2865	a
Chicago, Terre Haute and Southeastern	.3762	b .4170	.....	.....
Cincinnati, Hamilton and Dayton	.3651	.3333	.3046	.1735
Cincinnati Northern	.3316	.3391	.3990	c
Cleveland, Cincinnati, Chicago & St. Louis	.3460	.3250	.2780	.2396
Dayton and Union	.0905	.0717	.0685	.0756
Delaware and Hudson	.3604	.3637	.2614	.1984
Delaware, Lackawanna and Western	.4962	.4412	.2416	.2408
Detroit, Toledo and Ironton	.1533	.1411	.3271	e
Erie	.4285	.4070	.4021	.2759
Grand Rapids and Indiana	.2913	.2585	.2766	.2005
Hocking Valley	.4919	.4316	.5872	.4026
Indiana Harbor Belt	f	f	f	f
Kanawha and Michigan	.4181	.3970	.4812	.1857
Lake Erie and Western	.3104	.3266	.2580	.1627
Lake Shore and Michigan Southern	.4366	.3843	.3538	.4477
Lehigh Valley	.4757	.4379	.4589	.4435
Long Island	.2164	.2233	.2327	.1334
Maine Central	.2794	.3079	.3276	.3402
Michigan Central	.3184	.3158	.3619	.2287
Monongahela	.4800	.4550	.2739	g
New Jersey and New York	.0986	.0992	.1316	.0987
New York Central and Hudson River	.3821	.3628	.3489	.2239
New York, Chicago and St. Louis	.1922	.2212	.2563	.2003
New York, New Haven and Hartford	.3303	.2743	.2339	.2544
New York, Philadelphia and Norfolk	.7212	.7250	.4305	.4848
New York, Susquehanna and Western	.2265	.2181	.2258	.1583
Pennsylvania Lines (East of Pittsburgh)	.5592	.5227	.4608	.3424
Pennsylvania Lines (West of Pittsburgh)	.4331	.4030	.3941	.2946
Philadelphia and Reading	.5139	.5037	.4470	.2181
Rutland	.2813	.2410	.2257	.0996
Toledo, Peoria and Western	.3608	.3222	.3629	.1957
Toledo, St. Louis and Western	.2763	.2602	.2198	.1621
Vandalia	.3659	.3230	.3186	h
Western Maryland	.2965	.2680	.2546	.1447
Wheeling and Lake Erie	.5276	.5048	.3867	.2484
Wabash Pittsburgh Terminal	.5077	.3843	.2462	i
West Side Belt	.8843	.9070	.2948	.2740
Total	\$0.4138	\$0.3834	\$0.3483	\$0.2648
	j .4146	j .3853	j .3490	.....

a Organized April, 1906.

b Organized in 1910—figures for first six months in 1911.

c Information not available in proper form.

e Organized in May, 1905.

f Information not available.

g Began operations August, 1903.

h Consolidated December, 1904.

i Organized May, 1904.

j Total excluding roads not shown in 1902.





MAINTENANCE OF WAY AND STRUCTURES PER REVENUE TRAIN MILE.

By Selected Railroads.

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio				
Baltimore and Ohio Southwestern. }.....	\$0.2971	\$0.2419	\$0.2573	\$0.2086
Boston and Maine .....	.2725	.2731	.2238	.2125
Buffalo, Rochester and Pittsburgh.....	.3026	.3041	.2132	.1614
Central New England .....	.3972	.4335	1.1800	.2389
Central Railroad of New Jersey .....	.2958	.3033	.2446	.2385
Chicago, Indiana and Southern.....	.3129	.2874	.2674	a
Chicago, Terre Haute and Southeastern....	.3284	b .2294	.....	.....
Cincinnati, Hamilton and Dayton.....	.2145	.1633	.2090	.1398
Cincinnati Northern .....	.2876	.3084	.3254	c
Cleveland, Cincinnati, Chicago & St. Louis..	.2280	.2378	.2453	.2215
Dayton and Union .....	.1159	.1087	.0125	.0882
Delaware and Hudson .....	.2010	.1911	.1814	.2052
Delaware, Lackawanna and Western.....	.3619	.3329	.3832	.3021
Detroit, Toledo and Ironton.....	.2222	.2573	.2526	e
Erie .....	.2624	.2582	.2418	.1990
Grand Rapids and Indiana.....	.1985	.1998	.2395	.2653
Hocking Valley .....	.3522	.3222	.3175	.2659
Indiana Harbor Belt .....	f	f	f	f
Kanawha and Michigan .....	.2976	.2648	.3724	.3004
Lake Erie and Western.....	.2478	.2828	.2027	.2789
Lake Shore and Michigan Southern.....	.2991	.4019	.3306	.3533
Lehigh Valley .....	.2986	.2641	.2371	.3990
Long Island .....	.2352	.1973	.2185	.1772
Maine Central .....	.3663	.3268	.2706	.3270
Michigan Central .....	.2576	.2940	.3590	.3045
Monongahela .....	.8560	1.0900	.7343	g
New Jersey and New York.....	.2058	.1972	.1725	.1084
New York Central and Hudson River.....	.2885	.2843	.2600	.2077
New York, Chicago and St. Louis.....	.2010	.1967	.2520	.1858
New York, New Haven and Hartford.....	.2803	.2963	.2273	.2887
New York, Philadelphia and Norfolk.....	.4015	.4910	.5172	.3918
New York, Susquehanna and Western.....	.2272	.2455	.2726	.1931
Pennsylvania Lines (East of Pittsburgh)...	.3189	.3400	.3001	.2832
Pennsylvania Lines (West of Pittsburgh)...	.3326	.2668	.3274	.3148
Philadelphia and Reading .....	.2574	.2534	.2060	.1834
Rutland .....	.1825	.2032	.2357	.1484
Toledo, Peoria and Western.....	.2519	.2801	.3530	.2850
Toledo, St. Louis and Western.....	.1888	.2085	.2318	.1728
Vandalia .....	.2603	.2410	.2418	h
Wheeling and Lake Erie.....	.3280	.2841	.2704	.2435
Wabash Pittsburgh Terminal .....	.3627	.3097	.3076	i
Western Maryland .....	.3186	.2686	.2152	.1289
West Side Belt .....	.8821	.9514	.6069	.2508
Total.....	\$0.2874	\$0.2831	\$0.2705	\$0.2493
	j .2874	j .2834	j .2706	.....

a Organized April, 1906.

b Organized in 1910—figures for first six months in 1911.

c Information not available in proper form.

e Organized in May, 1905.

f Information not available.

g Began operations August, 1903.

h Consolidated December, 1904.

i Organized May, 1904.

j Excluding roads not shown in 1902.



# TOTAL MAINTENANCE EXPENSE PER REVENUE TRAIN MILE

By Selected Railroads.

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio Southwestern } .....	\$0.7324	\$0.6157	\$0.5843	\$0.4321
Baltimore and Ohio .....	.5735	.5544	.4203	.3909
Boston and Maine .....	.7600	.7720	.5648	.4135
Buffalo, Rochester and Pittsburgh.....	.6104	.6272	1.3678	.3532
Central New England .....	.7259	.7565	.6079	.5727
Central Railroad of New Jersey.....	.9534	.6987	.5539	a
Chicago, Indiana and Southern.....	.7046	b .6464	.....	.....
Chicago, Terre Haute and Southeastern....	.5796	.4966	.5136	.3133
Cincinnati, Hamilton and Dayton.....	.6192	.6475	.7244	c
Cincinnati Northern .....	.5740	.5628	.5233	.4611
Cleveland, Cincinnati, Chicago & St. Louis..	.2064	.1804	.0810	.1638
Dayton and Union .....	.5614	.5548	.4428	.4036
Delaware and Hudson .....	.8581	.7741	.6248	.5429
Delaware, Lackawanna and Western.....	.3755	.3984	.5797	d
Detroit, Toledo and Ironton.....	.6909	.6652	.6439	.4749
Erie . . . . .	.4898	.4583	.5161	.4658
Grand Rapids and Indiana.....	.8441	.7538	.9047	.6685
Hocking Valley .....	e	e	e	e
Indiana Harbor Belt . . . . .	.7157	.6618	.8536	.4861
Kanawha and Michigan .....	.5582	.6094	.4607	.4416
Lake Erie and Western.....	.7357	.7862	.6844	.8010
Lake Shore and Michigan Southern.....	.7743	.7020	.6960	.8425
Lehigh Valley .....	.4516	.4206	.4512	.3106
Long Island .....	.6457	.6347	.5982	.6672
Maine Central .....	.5760	.6098	.7209	.5332
Michigan Central .....	1.3360	1.5450	1.0082	f
Monongahela . . . . .	.3044	.2964	.3041	.2071
New Jersey and New York.....	.6706	.6471	.6089	.4316
New York Central and Hudson River.....	1.1227	1.2160	.9477	.8766
New York, Philadelphia and Norfolk.....	.3932	.4179	.5083	.3861
New York, Chicago and St. Louis.....	.6106	.5706	.4612	.5431
New York, New Haven and Hartford.....	.4537	.4636	.4984	.3514
New York, Susquehanna and Western.....	.8781	.8627	.7609	.6256
Pennsylvania Lines (East of Pittsburgh)...	.7657	.6698	.7215	.6094
Pennsylvania Lines (West of Pittsburgh)...	.7713	.7571	.6530	.4015
Philadelphia and Reading.....	.4638	.4442	.4614	.2480
Rutland . . . . .	.6127	.6023	.7159	.4807
Toledo, Peoria and Western.....	.4651	.4687	.4516	.3349
Toledo, St. Louis and Western.....	.6262	.5640	.5604	g
Vandalia . . . . .	.8556	.7889	.6571	.4919
Wheeling and Lake Erie.....	.8704	.6940	.5538	h
Wabash Pittsburgh Terminal.....	.6151	.5366	.4698	.2736
Western Maryland.....	1.7664	1.8584	.9017	.5248
West Side Belt.....				
Total.....	\$ .7012	\$ .6666	\$ .6188	\$ .5141
	j .7020	j .6687	j .6196	

a Organized April, 1906

b Organized in 1910; figures for first six months in 1911.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations August, 1903.

g Consolidated December, 1904.

h Organized in May, 1904.

j Total excluding figures for roads not shown in 1902.





LABOR COST OF MAINTENANCE PER REVENUE TRAIN MILE.  
By Selected Railroads.

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	\$0.4778	\$0.4051	\$0.3769	\$0.3267
Boston and Maine .....	.3124	.3069	.2763	.2445
Buffalo, Rochester and Pittsburgh .....	.4961	.5147	.4665	.3550
Central New England .....	.3951	.3553	.3627	.2564
Central Railroad of New Jersey .....	.3548	.3789	.2794	.2452
Chicago, Indiana and Southern .....	.5622	.5924	.9299	<i>a</i>
Chicago, Terre Haute and Southeastern.....	.4485	<i>b</i> .4453		
Cincinnati, Hamilton and Dayton .....	.4059	.3817	.3396	.1754
Cincinnati Northern .....	.2457	.2692	.3236	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis ....	.3108	.2972	.3129	.2327
Dayton and Union .....	.0669	.0690	.0802	.0695
Delaware and Hudson .....	.3667	.3512	.3341	.2283
Delaware, Lackawanna and Western .....	.5005	.4440	.3698	.3048
Detroit, Toledo and Ironton .....	.2687	.2131	.4298	<i>d</i>
Erie .....	<i>e</i>	<i>e</i>	.4181	.2948
Grand Rapids and Indiana .....	.3167	.2868	.2643	.2322
Hocking Valley .....	.5533	.4892	.4203	.3216
Indiana Harbor Belt .....	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>
Kanawha and Michigan .....	.4259	.3423	.3742	.2762
Lake Erie and Western .....	.3644	.3964	.3836	.3186
Lake Shore and Michigan Southern .....	.5075	.5725	.5242	.3623
Lehigh Valley .....	.4128	.3901	.4426	.3606
Long Island .....	.2009	.2039	.2665	.2219
Maine Central.....	.3458	.4444	.3468	.2658
Michigan Central.....	.3682	.3976	.3254	.2271
Monongahela .....	1.0147	1.0407	.9659	<i>f</i>
New Jersey and New York.....	<i>e</i>	<i>e</i>	.1193	.0567
New York Central and Hudson River.....	.4795	.4555	.4333	.3019
New York, Chicago and St. Louis.....	.2704	.2894	.2962	.2100
New York, New Haven and Hartford.....	.4015	.4068	.3360	.2512
New York, Philadelphia and Norfolk.....	.4556	.4319	.3352	.2350
New York, Susquehanna and Western.....	<i>e</i>	<i>e</i>	.3296	.1477
Pennsylvania Lines (East of Pittsburgh).....	.6765	.6474	.5458	.3843
Pennsylvania Lines (West of Pittsburgh).....	.5016	.4455	.4538	.3257
Philadelphia and Reading.....	.4429	.4302	.4013	.2601
Rutland .....	.3148	.3076	.2603	.2225
Toledo, Peoria and Western.....	.3635	.3713	.3296	.2409
Toledo, St. Louis and Western.....	.2890	.2995	.2969	.2076
Vandalia .....	.4031	.3559	.3239	<i>g</i>
Western Maryland.....	.3167	.2732	.2921	.1599
Wheeling and Lake Erie.....	.6649	.6345	.4776	.3185
Wabash Pittsburgh Terminal.....	.7750	.8235	.4751	<i>h</i>
West Side Belt.....	.1981	.5006	.7002	.3646
Total.....	\$ .4614 <i>j</i> .4625	\$ .4418 <i>j</i> .4432	\$ .4073 <i>j</i> .4061	\$ .2979 <i>j</i> .2990

*a* Organized in 1906.

*b* Organized in 1910; figures for first six months in 1911.

*c* Information not available in proper form.

*d* Organized in May, 1905.

*e* Information not available.

*f* Began operations, August, 1903.

*g* Consolidated December, 1904.

*h* Organized in May, 1904.

*j* Total excluding roads not shown in other years.



TOTAL OPERATING EXPENSES PER REVENUE TRAIN MILE.  
By Selected Railroads.

Railroads.	1912.	1911.	1910.	1909.	1908.	1907.	1902.
Baltimore and Ohio )							
Baltimore and Ohio Southwestern )	\$1.69	\$1.48	\$1.43	\$1.31	\$1.41	\$1.36	\$1.10
Boston and Maine.....	1.64	1.58	1.44	1.37	1.37	1.40	1.20
Buffalo, Rochester and Pittsburgh.....	1.64	1.63	1.63	1.49	1.48	1.45	1.10
Central New England.....	1.40	1.35	1.23	1.22	1.55	2.29	.83
Central Railroad of New Jersey.....	1.72	1.72	1.62	1.61	1.65	1.46	1.49
Chicago, Indiana and Southern.....	1.88	1.60	1.43	1.38	1.40	1.42	<i>a</i>
Chicago, Terre Haute and Southeastern.....	1.58	<i>b</i> 1.51					
Cincinnati, Hamilton and Dayton.....	1.57	1.45	1.47	1.38	1.41	1.37	.99
Cincinnati Northern.....	1.36	1.37	1.23	1.36	1.26	1.52	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis . . . . .	1.47	1.46	1.34	1.31	1.36	1.40	1.15
Dayton and Union.....	.58	.53	.60	.64	.63	.60	.55
Delaware and Hudson.....	1.57	1.52	1.38	1.33	1.34	1.34	1.11
Delaware, Lackawanna and Western.....	1.89	1.78	1.55	1.50	1.52	1.45	1.23
Detroit, Toledo and Ironton.....	1.05	1.02	.97	1.05	1.14	1.25	<i>d</i>
Erie . . . . .	1.65	1.58	1.53	1.47	1.70	1.68	1.32
Grand Rapids and Indiana.....	1.33	1.23	1.18	1.19	1.30	1.25	1.07
Hocking Valley.....	1.89	1.77	1.59	1.60	1.72	1.76	1.44
Indiana Harbor Belt.....	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>
Kanawha and Michigan.....	1.48	1.36	1.53	1.39	1.46	1.56	1.10
Lake Erie and Western . . . . .	1.33	1.38	1.28	1.29	1.38	1.22	1.03
Lake Shore and Michigan Southern . . . . .	1.73	1.76	1.60	1.58	1.60	1.65	1.63
Lehigh Valley.....	1.86	1.71	1.64	1.64	1.63	1.64	1.69
Long Island.....	1.33	1.29	1.29	1.35	1.72	1.60	1.03
Maine Central.....	1.50	1.51	1.44	1.39	1.40	1.42	1.38
Michigan Central.....	1.61	1.62	1.48	1.40	1.39	1.79	1.24
Monongahela . . . . .	2.65	2.93	2.59	1.89	2.21	2.42	<i>f</i>
New Jersey and New York.....	1.20	1.14	1.14	1.10	1.29	1.10	.64
New York Central and Hudson River.....	1.60	1.55	1.44	1.39	1.44	1.58	1.13
New York, Chicago and St. Louis.....	1.26	1.27	1.17	1.17	1.14	1.33	1.07
New York, New Haven and Hartford.....	1.73	1.74	1.70	1.65	1.66	1.57	1.47
New York, Philadelphia and Norfolk.....	3.44	3.07	2.93	2.85	2.77	2.57	2.16
New York, Susquehanna and Western.....	1.47	1.38	1.23	1.18	1.33	1.33	.92
Pennsylvania Lines (East of Pittsburgh).....	2.02	1.99	1.94	1.87	1.85	1.78	1.49
Pennsylvania Lines (West of Pittsburgh).....	1.71	1.58	1.59	1.46	1.51	1.63	1.32
Philadelphia and Reading.....	1.76	1.72	1.66	1.61	1.64	1.48	1.02
Rutland . . . . .	1.16	1.14	1.07	1.16	1.21	1.12	.79
Toledo, Peoria and Western.....	1.32	1.30	1.21	1.30	1.34	1.42	1.05
Toledo, St. Louis and Western.....	1.19	1.19	1.11	1.04	1.13	1.18	.91
Vandalia . . . . .	1.46	1.37	1.34	1.27	1.26	1.32	<i>g</i>
Western Maryland.....	1.56	1.39	<i>c</i>	1.28	1.30	1.26	.91
Wheeling and Lake Erie.....	1.90	1.80	1.73	2.78	1.74	1.68	1.18
Wabash Pittsburgh Terminal.....	2.13	2.00	2.14	1.76	1.76	2.04	<i>h</i>
West Side Belt.....	3.69	3.44	4.11	3.36	2.90	2.60	1.22
Total.....	\$1.70	\$1.63	\$1.55	\$1.49	\$1.55	\$1.56	\$1.27
	<i>j</i> 1.70	<i>j</i> 1.64				<i>j</i> 1.56	

*a* Organized April, 1906.  
*b* Organized in 1910; figures for the first six months in 1911.  
*c* Information not available in proper form.  
*d* Organized in 1905.  
*e* Information not available.  
*f* Began operations, August, 1903.  
*g* Consolidated, December, 1904.  
*h* Organized May, 1904.  
*j* Total excluding roads not in 1902.





# OPERATING REVENUES PER REVENUE TRAIN MILE.

By Selected Railroads.

Railroads.	1912.	1911.	1910.	1909.	1908.	1907.	1902.
Baltimore and Ohio	\$2.42	\$2.07	\$2.07	\$1.96	\$1.92	\$2.03	\$1.70
Baltimore and Ohio Southwestern	2.15	2.02	1.99	1.92	1.82	1.88	1.70
Boston and Maine	2.42	2.42	2.47	2.28	2.13	2.30	1.86
Buffalo, Rochester and Pittsburgh	2.75	2.29	2.15	1.93	1.91	1.91	1.13
Central New England	2.91	3.01	2.91	2.83	2.84	2.97	2.55
Central Railroad of New Jersey	2.22	2.05	1.99	1.77	1.82	1.97	<i>a</i>
Chicago, Indiana and Southern	2.22	<i>b</i> 2.13					
Chicago, Terre Haute and Southeastern	2.11	1.87	1.82	1.67	1.65	1.76	1.57
Cincinnati, Hamilton and Dayton	1.54	1.63	1.64	1.59	1.51	1.77	<i>c</i>
Cincinnati Northern	1.97	1.88	1.84	1.77	1.77	1.83	1.62
Cleveland, Cincinnati, Chicago and St. Louis	.73	.73	.78	.77	.73	.75	.67
Dayton and Union	2.57	2.51	2.37	2.27	2.30	2.21	1.99
Delaware and Hudson	2.92	2.96	2.89	2.72	2.62	2.66	2.03
Delaware, Lackawanna and Western	1.18	1.04	1.04	1.25	1.24	1.69	<i>d</i>
Detroit, Toledo and Ironton	2.41	2.43	2.36	2.18	2.22	2.49	2.01
Erie	1.71	1.54	1.55	1.61	1.67	1.62	1.48
Grand Rapids and Indiana	3.01	2.75	2.62	2.39	2.46	2.72	2.49
Hocking Valley	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>
Indiana Harbor Belt	2.31	2.24	2.20	1.71	1.72	2.08	1.41
Kanawha and Michigan	1.72	1.69	1.74	1.58	1.67	1.69	1.52
Lake Erie and Western	2.68	2.46	2.47	2.50	2.42	2.53	2.38
Lake Shore and Michigan Southern	2.78	2.75	2.74	2.64	2.60	2.68	2.09
Lehigh Valley	1.78	1.68	1.81	1.77	2.15	2.02	1.47
Long Island	2.07	2.09	2.10	2.00	2.02	2.10	1.90
Maine Central	2.36	2.17	2.17	2.02	2.01	2.16	1.61
Michigan Central	5.84	5.56	5.85	4.37	4.08	3.90	<i>f</i>
Monongahela	1.83	1.81	1.78	1.63	1.60	1.16	.85
New Jersey and New York	2.18	2.09	2.01	1.97	1.91	2.09	1.71
New York Central and Hudson River	1.78	1.73	1.81	1.70	1.68	1.79	1.41
New York, Chicago and St. Louis	2.67	2.64	2.67	2.48	2.31	2.31	2.04
New York, New Haven and Hartford	4.72	4.16	4.39	4.11	3.94	3.75	2.95
New York, Philadelphia and Norfolk	2.36	2.36	2.05	1.99	1.87	1.94	1.60
New York, Susquehanna and Western	2.81	2.76	2.82	2.66	2.58	2.56	2.31
Pennsylvania Lines (East of Pittsburgh)	2.41	2.31	2.44	2.26	2.20	2.34	1.95
Pennsylvania Lines (West of Pittsburgh)	2.75	2.76	2.76	2.63	2.57	2.43	1.80
Philadelphia and Reading	1.56	1.57	1.54	1.61	1.61	1.56	1.21
Rutland	1.61	1.62	1.54	1.60	1.62	1.78	1.38
Toledo, Peoria and Western	1.72	1.73	1.75	1.72	1.68	1.78	1.25
Toledo, St. Louis and Western	1.84	1.77	1.76	1.68	1.65	1.72	<i>g</i>
Vandalia	2.32	2.25	<i>c</i>	2.06	2.04	1.98	1.56
Western Maryland	2.82	2.58	2.52	3.73	2.19	2.38	1.62
Wheeling and Lake Erie	2.48	2.46	2.87	2.49	3.54	3.83	<i>h</i>
Wabash Pittsburgh Terminal	6.53	4.96	7.41	5.04	3.42	5.14	2.09
West Side Belt							
Total	\$2.44 <i>j</i> 2.44	\$2.34 <i>j</i> 2.35	\$2.33	\$2.23	\$2.19	\$2.26 <i>j</i> 2.27	\$1.90

*a* Organized in April, 1906.

*b* Organized in 1910—figures for first six months in 1911.

*c* Information not available in proper form.

*d* Organized in May, 1905.

*e* Information not available.

*f* Began operations in August, 1903.

*g* Consolidated December, 1904.

*h* Organized May, 1904.

*j* Excluding roads not shown in 1902.



INCREASE IN COSTS AND REVENUES PER REVENUE TRAIN MILE IN 1912 AS COMPARED WITH 1911.  
By Selected Railroads.

Railroads.	Cost of Firemen.	Labor Cost of Transportation.	Total Transportation Expenses.	Cost of Maintenance.	Labor Cost of Maintenance.	Total Cost of Operation.	Gross Transportation Revenue.	Gross Operating Revenue.	Net Transportation Revenue.	Net Operating Revenue.
Baltimore and Ohio										
Baltimore and Ohio Southwestern } .....	\$0.0074	\$0.0575	\$0.0838	\$0.1116	\$0.0727	\$0.21	\$0.35	\$0.35	\$0.2662	\$0.14
Boston and Maine .....	.0026	.0119	.0418	.0191	.0055	.06	.14	.13	.0982	.07
Buffalo, Rochester and Pittsburgh.....	.0024	.0047	.0176	— .0120	— .0186	.01	.00	.00	— .0176	— .01
Central New England .....	.0059	.0833	.0847	— .0168	.0398	.05	.45	.46	.3653	.41
Central Railroad of New Jersey.....	.0024	— .0279	.0370	— .0306	— .0241	.00	— .10	— .10	— .1370	— .10
Chicago, Indiana and Southern.....	.0004	— .0038	.0323	.2547	— .0302	.28	.16	.17	.1277	— .11
Chicago, Terre Haute and Southeastern....	.0047	.0034	.0210	.0582	.0032	.07	.10	.09	.0790	.02
Cincinnati, Hamilton and Dayton.....	.0031	.0293	.0500	.0830	.0242	.12	.23	.24	.1800	.12
Cincinnati Northern .....	.0005	.0001	.0304	— .0283	— .0235	— .01	— .10	— .09	— .1304	— .08
Cleveland, Cincinnati, Chicago & St. Louis..	.0006	.0058	.0002	.0112	.0136	.01	.08	.09	.0798	.08
Dayton and Union .....	.0000	.0075	.0286	.0260	— .0021	.05	.00	.00	— .0286	— .05
Delaware and Hudson .....	.0019	.0211	.0320	.0066	.0155	.05	.06	.06	.0280	.01
Delaware, Lackawanna and Western.....	.0004	.0003	.0216	.0840	.0565	.11	— .03	— .04	— .0516	— .15
Detroit, Toledo and Ironton.....	.0007	— .0283	.0113	— .0229	.0556	.03	.12	.14	.1087	.11
Erie .....	.0028	a	.0409	.0257	a	.07	— .01	— .02	— .0509	— .09
Grand Rapids and Indiana.....	.0032	.0107	.0621	.0315	.0299	.10	.17	.17	.1079	.07
Hocking Valley .....	.0000	— .0077	.0363	.0903	.0641	.12	.27	.26	.2337	.14
Indiana Harbor Belt .....	a	a	a	a	a	a	a	a	a	a
Kanawha and Michigan.....	.0030	— .0191	.0571	.0539	.0836	.12	.07	.07	.0129	— .05
Lake Erie and Western.....	.0015	.0144	.0131	— .0512	— .0320	— .05	.03	.03	.0169	.08
Lake Shore and Michigan Southern.....	— .0015	— .0036	.0221	— .0505	— .0650	— .03	.22	.22	.1979	.25
Lehigh Valley .....	.0045	.0393	.0760	.0723	.0227	.15	.03	.03	— .0460	— .12
Long Island .....	— .0007	.0016	.0163	.0310	— .0030	.04	.09	.10	.0737	.06
Maine Central .....	— .0065	— .1474	— .0179	.0110	— .0986	— .01	— .01	— .02	.0079	— .01
Michigan Central .....	.0024	.0144	.0281	— .0338	— .0294	— .01	.19	.19	.1619	.20
Monongahela .....	.0003	— .0534	— .0685	— .2090	— .0260	— .28	.28	.28	.3485	.56
New Jersey and New York.....	— .0039	a	.0503	.0080	a	.06	.01	.02	— .0403	— .04
New York Central and Hudson River.....	.0016	.0113	.0260	.0235	.0240	.05	.09	.09	.0640	.04
New York, Chicago and St. Louis.....	.0007	.0585	.0183	— .0247	— .0190	— .01	.04	.05	.0217	.06
New York, New Haven and Hartford.....	.0004	— .0122	— .0082	.0400	— .0053	— .01	.02	.03	.0282	.04
New York, Philadelphia and Norfolk.....	.0020	.0150	.0408	— .0933	.0237	.37	— .01	.56	— .0508	.19
New York, Susquehanna and Western.....	.0022	a	.0848	— .0099	a	.09	— .01	.00	— .0948	— .09
Pennsylvania Lines (East of Pittsburgh)....	.0023	.0169	.0169	.0154	.0291	.03	.05	.05	.0331	.02
Pennsylvania Lines (West of Pittsburgh)...	.0024	.0192	.0349	.0959	.0561	.13	.09	.10	.0551	— .03
Philadelphia and Reading.....	.0006	.0020	.0302	.0142	.0127	.04	— .01	— .01	— .0402	— .05
Rutland .....	.0027	.0094	.0012	.0196	.0072	.02	— .01	— .01	— .0112	— .03
Toledo, Peoria and Western.....	— .0008	.0169	.0085	.0104	— .0078	.02	— .01	— .01	— .0185	— .03
Toledo, St. Louis and Western.....	.0014	.0095	.0091	— .0036	— .0105	.00	— .01	— .01	— .0191	— .01
Vandalia .....	— .0010	.0138	.0325	.0622	.0472	.09	.08	.07	.0475	— .02
Western Maryland .....	.0083	.0542	.0839	.0785	.0435	.17	.06	.07	— .0239	— .10
Wheeling and Lake Erie.....	— .0006	— .0995	.0209	.0667	.0304	.10	.24	.24	.2191	.14
Wabash Pittsburgh Terminal .....	.0086	— .0413	— .0208	.1764	— .0485	.13	.01	.02	.0308	— .11
West Side Belt .....	.0059	.3060	.2776	— .0920	— .3025	.25	1.56	1.57	1.2824	1.32
Total.....	\$0.0022	\$0.0147	\$0.0333	\$0.0333	\$0.0193	\$0.06	\$0.10	\$0.11	\$0.0667	\$0.05

a Information not available.  
— Decrease.





INCREASE IN COSTS AND REVENUES PER REVENUE TRAIN MILE IN 1912 AS COMPARED WITH 1902,  
By Selected Railroads.

Railroads.	Cost of Firemen.	Labor Cost of Transportation.	Total Expenses of Transportation.	Cost of Maintenance.	Labor Cost of Maintenance.	Total Cost of Operation.	Gross Transportation Revenue.	Gross Operating Revenue.	Net Transportation Revenue.	Net Operating Revenue.
Baltimore and Ohio	\$0.0227	\$0.1151	\$0.2303	\$0.0303	\$0.1511	\$0.59	\$0.70	\$0.72	\$0.4697	\$0.13
Baltimore and Ohio Southwestern }										
Boston and Maine	.0193	.2125	.2309	.1826	.0679	.44	.43	.45	.1991	.01
Buffalo, Rochester and Pittsburgh	.0141	.1155	.1534	.3465	.1411	.54	.57	.56	.4166	.02
Central New England	.0229	.2567	.3408	.2572	.1387	.57	1.62	1.62	1.2792	1.05
Central Railroad of New Jersey	.0077	.0217	.0500	.1532	.1096	.23	.31	.36	.2600	.13
Chicago, Indiana and Southern	a	a	a	a	a	a	a	a	a	a
Chicago, Terre Haute and Southeastern	b	b	b	b	b	b	b	b	b	b
Cincinnati, Hamilton and Dayton	.0141	.0998	.2590	.2663	.2305	.58	.52	.54	.2610	— .04
Cincinnati Northern	c	c	c	c	c	c	c	c	c	c
Cleveland, Cincinnati, Chicago & St. Louis	.0131	.1187	.1544	.1129	.0781	.32	.35	.35	.1956	.03
Dayton and Union	.0073	.0428	— .0063	.0426	— .0026	.03	.05	.06	.0563	.03
Delaware and Hudson	.0196	.1667	.2243	.1578	.1384	.46	.58	.58	.3557	.12
Delaware, Lackawanna and Western	.0153	.1317	.2501	.3152	.1957	.66	.90	.89	.6499	.23
Detroit, Toledo and Ironton	d	d	d	d	d	d	d	d	d	d
Erie	.0137	e	.0489	.2160	e	.33	.44	.40	.3911	.07
Grand Rapids and Indiana	.0135	.1084	.1722	.0240	.0845	.26	.25	.23	.0778	— .03
Hocking Valley	— .0120	— .0171	.2103	.1756	.2317	.45	.55	.52	.3397	.07
Indiana Harbor Belt	e	e	e	e	e	e	e	e	e	e
Kanawha and Michigan	.0180	.1081	.1012	.2296	.1497	.38	.90	.90	.7988	.52
Lake Erie and Western	.0064	.0705	.1347	.1166	.0458	.30	.21	.20	.0753	— .10
Lake Shore and Michigan Southern	.0121	.0643	.0955	— .0653	.1452	.10	.30	.30	.2045	— .20
Lehigh Valley	.0213	.1477	.1655	— .0682	.0522	.17	.77	.69	.6045	.52
Long Island	.0026	.1070	.1245	.1410	— .0210	.30	.28	.31	.1555	.01
Maine Central	.0073	.0430	.1133	— .0215	.0800	.12	.18	.17	.0667	.05
Michigan Central	.0198	.1986	.2616	.0428	.1411	.37	.73	.75	.4684	.38
Monongahela	f	f	f	f	f	f	f	f	f	f
New Jersey and New York	.0194	e	.4077	.0973	e	.56	.97	.98	.5623	.42
New York Central and Hudson River	.0151	.1139	.1638	.2390	.1776	.47	.49	.47	.3262	
New York, Chicago and St. Louis	.0164	.1891	.0809	.0071	.0604	.19	.36	.37	.2791	.18
New York, New Haven and Hartford	.0132	.0464	.1502	.0675	.1503	.26	.58	.63	.4298	.37
New York, Philadelphia and Norfolk	.0254	.3386	.4605	.2461	.2206	1.28	1.14	1.77	.6795	.49
New York, Susquehanna and Western	.0268	e	.3933	.1023	e	.55	.74	.76	.3467	.21
Pennsylvania Lines (East of Pittsburgh)	.0238	.2042	.2246	.2525	.2922	.53	.51	.50	.2854	— .03
Pennsylvania Lines (West of Pittsburgh)	.0190	.1853	.1806	.1563	.1759	.39	.46	.46	.2794	.07
Philadelphia and Reading	.0204	.2376	.3355	.3698	.1828	.74	.94	.95	.6045	.21
Rutland	.0127	.0954	.1259	.2158	.0923	.37	.36	.35	.2341	— .02
Toledo, Peoria and Western	.0022	.0670	.0871	.1320	.1226	.27	.31	.23	.2229	— .04
Toledo, St. Louis and Western	.0105	.0645	.1063	.1302	.0814	.28	.48	.47	.3737	.19
Vandalia	g	g	g	g	g	g	g	g	g	g
Western Maryland	.0438	.3582	.2583	.3415	.1568	.65	.75	.76	.4917	.11
Wheeling and Lake Erie	.0270	.1564	.2939	.3637	.3464	.72	1.20	1.20	.9061	.48
Wabash Pittsburgh Terminal	h	h	h	h	h	h	h	h	h	h
West Side Belt	.0657	.4262	.7369	1.2416	— .1665	2.47	4.59	4.44	3.8531	1.97
Total	\$0.0175	\$0.1423	\$0.1870	\$0.1879	\$0.1635	\$0.43	\$0.55	\$0.56	\$0.3630	\$0.13

Minus sign (—) denotes decrease.  
a Organized in April, 1906.  
b Organized in 1910.  
c Information not available in proper form.  
d Organized in May, 1905.  
e Information not available.  
f Began operations August, 1903.  
g Consolidated in December, 1904.  
h Organized in May, 1904.



INCREASE IN COSTS AND REVENUES PER REVENUE TRAIN MILE IN 1912, AS COMPARED WITH 1907.

By Selected Railroads.

Railroads.	Cost of Firemen.	Labor Cost of Transportation.	Total Transportation Expenses.	Cost of Maintenance.	Labor Cost of Maintenance.	Total Cost of Operation.	Gross Transportation Revenue	Gross Operating Revenue.	Net Transportation Revenue.	Net Operating Revenue.
Baltimore, Ohio and Southern } Baltimore and Ohio.....	\$0.0139	\$0.1126	\$0.1234	\$0.1481	\$0.1009	\$0.33	\$0.38	\$0.39	\$0.26	\$0.06
Boston and Maine.....	.0138	.1380	.0470	.1532	.0361	.24	.26	.27	.21	.03
Buffalo, Rochester and Pittsburgh.....	.0040	.0341	— .0321	.1952	.0296	.19	.10	.12	.13	— .07
Central New England.....	.0038	.0498	— .1321	— .7574	.0324	— .89	.84	.84	.97	1.73
Central Railroad of New Jersey.....	.0082	— .0473	— .0646	.1180	.0754	.26	— .11	— .06	— .05	— .32
Chicago, Indiana and Southern.....	— .0108	— .0075	.0251	.3995	— .3667	.46	.41	.25	.38	— .21
Chicago, Terre Haute and Southeastern.....	a	a								
Cincinnati, Hamilton and Dayton.....	.0151	.1456	.0867	.0660	.0663	.20	.36	.35	.27	.15
Cincinnati Northern.....	.0082	.0670	— .0959	— .1025	— .0779	— .16	— .05	— .23	— .05	— .07
Cleveland, Cincinnati, Chicago and St. Louis.	.0055	.0314	— .0391	.0507	— .0021	.07	.15	.14	.19	.07
Dayton and Union.....	.0059	.0267	— .0657	.1254	— .0133	— .02	— .03	— .02	.04	.00
Delaware and Hudson.....	.0062	.0865	.0490	.1186	.0326	.23	.36	.36	.31	.13
Delaware, Lackawanna and Western.....	.0101	.0010	.1293	.2333	.1307	.44	.30	.26	.17	— .18
Detroit, Toledo and Ironton.....	— .0072	— .0458	— .0659	— .2042	— .1611	— .20	— .16	— .51	— .09	— .31
Erie.....	.0026	b	— .1356	.0470	b	— .03	.10	— .08	.24	— .05
Grand Rapids and Indiana.....	.0097	.0531	.0570	— .0263	.0524	.08	.11	.09	.05	.01
Hocking Valley.....	.0196	.0181	.1188	— .0606	.1330	.13	.46	.29	.34	.16
Indiana Harbor Belt.....	b	b								
Kanawha and Michigan.....	.0076	.0356	.0061	— .1379	.0517	— .08	.45	.23	.44	.31
Lake Erie and Western.....	.0034	.0043	— .0341	.0975	— .0192	.11	.06	.03	.09	— .08
Lake Shore and Michigan Southern.....	.0036	.0411	— .0362	.0513	— .0167	.08	.17	.15	.21	.07
Lehigh Valley.....	.0135	.0172	.0553	.0783	— .0298	.22	.15	.10	.09	— .12
Long Island.....	— .0056	— .2666	— .2805	.0004	— .0656	— .27	— .24	— .24	.04	.03
Maine Central.....	— .0006	— .0367	.0145	.0475	— .0010	.08	— .01	— .03	— .02	— .11
Michigan Central.....	.0117	.0757	— .0865	— .1449	.0428	— .18	.19	.20	.28	.38
Monongahela.....	.0212	.2096	— .1532	.3278	.0488	.23	1.94	1.94	2.09	1.71
New Jersey and New York.....	.0091	b	.0543	.0003	b	.10	.66	.67	.61	.57
New York Central and Hudson River.....	.0022	— .0347	— .0986	.0617	.0462	.02	.12	.09	.22	.07
New York, Chicago and St. Louis.....	.0058	.1029	— .0515	— .1151	— .0258	— .07	.00	— .01	.05	.06
New York, New Haven and Hartford.....	.0032	— .0404	— .0159	.1494	.0655	.16	.31	.36	.33	.20
New York, Philadelphia and Norfolk.....	.0158	.2258	.1192	.1750	.1204	.87	.34	.97	.22	.10
New York, Susquehanna and Western.....	.0131	b	.1452	— .0447	b	.14	.47	.42	.32	.28
Pennsylvania Lines (East of Pittsburgh)....	.0123	.0891	.2246	.1172	.1307	.24	.25	.25	.03	.01
Pennsylvania Lines (West of Pittsburgh)...	.0078	.0615	— .0143	.0442	.0478	.08	.07	.07	.08	— .01
Philadelphia and Reading.....	.0053	.0931	.1292	.1183	.0416	.28	.32	.32	.19	.04
Rutland.....	.0092	.0716	.0103	.0024	.0545	.04	.03	.00	.02	— .04
Toledo, Peoria and Western.....	.0009	.0145	— .0367	— .1032	.0339	— .10	— .01	— .17	.03	— .07
Toledo, St. Louis and Western.....	.0059	— .0195	— .0509	.0135	— .0079	.01	— .06	— .06	— .0091	— .07
Vandalia.....	.0070	.0773	.0086	.0658	.0792	.14	.12	.12	.11	— .02
Western Maryland.....	.0195	.1242	.1173	.1453	.0246	.30	.37	.34	.25	.04
Wheeling and Lake Erie.....	— .0036	— .2165	— .0267	.1985	.1873	.22	.55	.44	.58	.22
Wabash Pittsburgh Terminal.....	.0294	.1986	— .3672	.3166	.2999	.09	— .41	— 1.35	— .04	— 1.44
West Side Belt.....	.0668	.3808	— .1293	.8647	— .5021	1.09	2.25	1.39	2.38	.30
Total.....	\$ .0077	\$ .0406	\$ .0062	\$ .0824	\$ .0564	\$ .14	\$ .20	\$ .19	\$ .19	\$ .05

a Organized in 1910.

b Information not available.

— Decrease.





INCREASE IN COSTS AND REVENUES PER REVENUE TRAIN MILE IN 1911, AS COMPARED WITH 1902.

Railroads.	Cost of Firemen.	Labor Cost of Transportation.	Total Transportation Expenses.	Cost of Maintenance.	Labor Cost of Maintenance.	Total Cost of Operation.	Gross Transportation Revenue.	Gross Operating Revenue.	Net Transportation Revenue.	Net Operating Revenue.
Baltimore and Ohio..... }	\$0.0153	\$0.0576	\$0.1465	\$0.1836	\$0.0784	\$0.38	\$0.35	\$0.37	\$0.20	\$— .01
Baltimore and Ohio Southwestern..... }										
Boston and Maine.....	.0167	.2006	.1891	.1635	.0624	.38	.29	.32	.10	— .06
Buffalo, Rochester and Pittsburgh.....	.0117	.1108	.1358	.3585	.1597	.53	.57	.56	.43	.03
Central New England.....	.0170	.1734	.2561	.2740	.0989	.52	1.12	1.16	.86	.64
Central Railroad of New Jersey.....	.0053	.0496	.0130	.1838	.1337	.23	.41	.46	.40	.23
Chicago, Indiana and Southern.....	a	a	a	a	a	a	a	a	a	a
Chicago, Terre Haute and Southeastern....	b	b	b	b	b	b	b	b	b	b
Cincinnati, Hamilton and Dayton.....	.0110	.0705	.2090	.1833	.2063	.46	.29	.30	.08	— .16
Cincinnati Northern.....	c	c	c	c	c	c	c	c	c	c
Cleveland, Cincinnati, Chicago and St. Louis.	.0125	.1129	.1542	.0817	.0645	.31	.27	.26	.12	— .05
Dayton and Union.....	.0073	.0353	— .0349	e	— .0005	— .02	.05	.06	.08	.08
Delaware and Hudson.....	.0177	.1456	.1923	.1512	.1229	.41	.52	.52	.33	.11
Delaware, Lackawanna and Western.....	.0149	.1314	.2285	.2312	.1392	.55	.93	.93	.70	.38
Detroit, Toledo and Ironton.....	d	d	d	d	d	d	d	d	d	d
Erie.....	.0109	e	.0080	.1903	e	.26	.45	.42	.44	.16
Grand Rapids and Indiana.....	.0103	.0977	.1101	— .0075	.0546	.16	.08	.06	— .03	— .10
Hocking Valley.....	— .0120	— .0094	.1740	.0853	.1676	.33	.28	.26	.11	— .07
Indiana Harbor Belt.....	e	e	e	e	e	e	e	e	e	e
Kanawha and Michigan.....	.0150	.1272	.0441	.1757	.0661	.26	.83	.83	.79	.57
Lake Erie and Western.....	.0049	.0561	.1216	.1678	.0778	.35	.18	.17	.06	— .18
Lake Shore and Michigan Southern.....	.0136	.0679	.0734	— .0148	.2102	.13	.08	.08	.01	— .05
Lehigh Valley.....	.0168	.1084	.0895	— .1405	.0295	.02	.74	.66	.65	— .64
Long Island.....	.0033	.1054	.1082	.1100	— .0180	.26	.19	.21	.08	— .05
Maine Central.....	.0138	.1904	.1312	— .0325	.1786	.13	.19	.19	.06	.06
Michigan Central.....	.0174	.1842	.2335	.0766	.1705	.38	.54	.56	.31	.18
Monongahela.....	f	f	f	f	f	f	f	f	f	f
New Jersey and New York.....	.0233	e.....	.3574	.0913	e	.50	.96	.96	.60	.46
New York Central and Hudson River.....	.0135	.1026	.1378	.2155	.1536	.42	.40	.38	.26	— .04
New York, Chicago and St. Louis.....	.0157	.1306	.0626	.0318	.0794	.20	.32	.32	.16	.12
New York, New Haven and Hartford.....	.0128	.0586	.1584	.0275	.1556	.27	.56	.60	.40	.33
New York, Philadelphia and Norfolk.....	.0234	.3236	.4197	.3394	.1969	.91	1.15	1.21	.73	.30
New York, Susquehanna and Western.....	.0246	e	.3085	.1122	e	.46	.75	.76	.44	.30
Pennsylvania Lines (East).....	.0215	.1873	.2077	.2371	.2631	.50	.46	.45	.25	— .05
Pennsylvania Lines (West).....	.0166	.1661	.1357	.0504	.1198	.26	.37	.36	.23	.10
Philadelphia and Reading.....	.0198	.2356	.3053	.3556	.1701	.70	.95	.96	.64	.26
Rutland.....	.0100	.0860	.1247	.1962	.0851	.35	.37	.36	.25	.01
Toledo, Peoria and Western.....	.0030	.0501	.0786	.1216	.1304	.25	.32	.24	.24	— .01
Toledo, St. Louis and Western.....	.0091	.0550	.0972	.1338	.0919	.28	.49	.48	.39	.20
Vandalia.....	g	g	g	g	g	g	g	g	g	g
Western Maryland.....	.0355	.3040	.1744	.2630	.1133	.48	.69	.69	.52	.21
Wheeling and Lake Erie.....	.0276	.2559	.2730	.2970	.3160	.62	.96	.94	.69	.32
Wabash Pittsburgh Terminal.....	h	h	h	h	h	h	h	h	h	h
West Side Belt.....	.0598	.1202	.4593	1.3336	.1360	2.22	3.03	2.87	2.57	.65
Total.....	\$0.0152	\$0.0924	\$0.1526	\$0.1538	\$0.1442	\$0.37	\$0.57	\$0.44	\$0.42	\$0.07

a Organized April, 1906.  
b Organized in 1910.  
c Information not available in proper form.  
d Organized in May, 1905.  
e Information not available.  
f Began operation August, 1903.  
g Consolidated December, 1904.  
h Organized in May, 1904.



INCREASE IN COSTS AND REVENUES PER REVENUE TRAIN MILE IN 1911 AS COMPARED WITH 1907.

	Cost of Firemen.	Labor Cost of Transportation.	Total Transportation Expenses.	Cost of Maintenance.	Labor Cost of Maintenance.	Total Cost of Operation.	Gross Transportation Revenue.	Gross Operating Revenue.	Net Transportation Revenue.	Net Operating Revenue.
Baltimore and Ohio .....	\$0.0065	\$0.0551	\$0.0396	\$0.0314	\$0.0282	\$0.12	\$0.03	\$0.04	\$— .0096	\$— .08
Baltimore and Ohio Southwestern .....										
Boston and Maine .....	.0112	.1261	.0052	.1341	.0306	.18	.1200	.14	.1148	— .04
Buffalo, Rochester and Pittsburgh .....	.0016	.0294	— .0497	.2072	.0482	.18	.1000	.12	.1497	— .06
Central New England .....	— .0021	— .0335	— .2168	— .7406	— .0074	— .94	.3900	.38	.6068	1.32
Central Railroad of New Jersey .....	.0058	— .0194	— .1016	.1486	.0995	.26	— .0100	.04	.0916	— .22
Chicago, Indiana and Southern .....	— .0112	— .0037	— .0072	.1448	— .3375	.18	.2500	.08	.2572	— .10
Chicago, Terre Haute and Southeastern .....	<b>a</b>	<b>a</b>	<b>a</b>	<b>a</b>	<b>a</b>	<b>a</b>	<b>a</b>	<b>a</b>	<b>a</b>	<b>a</b>
Cincinnati, Hamilton and Dayton .....	.0120	.1163	.0367	— .0170	.0421	.08	.1300	.11	.0933	.03
Cincinnati Northern .....	.0077	.0669	— .1263	— .0769	— .0544	— .15	.0500	— .14	.1763	.01
Cleveland, Cincinnati, Chicago & St. Louis .....	.0049	.0256	— .0393	.0395	— .0157	.06	.0700	.05	.1093	— .01
Dayton and Union .....	.0059	.0192	— .0943	.0994	— .0112	— .07	— .03	— .02	.0643	.05
Delaware and Hudson .....	.0043	.0654	.0170	.1120	.0171	.18	.3000	.30	.2830	.12
Delaware, Lackawanna and Western .....	.0097	.0007	.1077	.1493	.0742	.33	.3300	.30	.2223	— .03
Detroit, Toledo and Ironton .....	— .0079	— .0175	— .0772	— .1813	— .2167	— .23	— .28	— .65	— .2028	— .42
Erie .....	— .0002	<b>b</b>	— .1765	.0213	<b>b</b>	— .10	.1100	— .06	.2865	.04
Grand Rapids and Indiana .....	.0065	.0424	— .0051	— .0578	.0225	— .02	— .0600	— .08	— .0549	— .06
Hocking Valley .....	.0196	.0258	.0825	.1509	.0689	.01	.1900	.03	.1075	.02
Indiana Harbor Belt .....	<b>b</b>	<b>b</b>	<b>b</b>	<b>b</b>	<b>b</b>	<b>b</b>	<b>b</b>	<b>b</b>	<b>b</b>	<b>b</b>
Kanawha and Michigan .....	.0046	.0547	— .0510	— .1918	— .0319	— .20	.3800	.16	.4310	.36
Lake Erie and Western .....	.0019	— .0101	— .0472	.1487	.0128	.16	.0300	.00	.0772	— .16
Lake Shore and Michigan Southern .....	.0051	.0447	— .0583	.1018	.0483	.11	— .0500	— .07	.0083	— .18
Lehigh Valley .....	.0090	— .0221	— .0207	.0060	— .0525	.07	.1200	.07	.1407	.00
Long Island .....	— .0049	— .2682	— .2968	— .0306	— .0626	— .31	— .33	— .34	— .0332	— .03
Maine Central .....	.0059	.1107	.0324	.0365	.0976	.09	.00	— .01	— .0324	— .10
Michigan Central .....	.0093	.0613	— .1146	— .1111	.0722	— .17	.0000	.01	.1146	.18
Monongahela .....	.0209	.2630	— .0847	.5368	.0748	.51	1.6600	1.66	1.7447	1.15
New Jersey and New York .....	.0130	<b>b</b>	.0040	— .0077	<b>b</b>	.04	.6500	.65	.6460	.61
New York Central and Hudson River .....	.0005	— .0460	— .1246	.0382	.0222	— .03	.0300	.00	.1546	.03
New York, Chicago and St. Louis .....	.0051	.0444	— .0698	— .0904	— .0058	— .06	— .0400	— .06	.0298	.00
New York, New Haven and Hartford .....	.0028	— .0282	— .0077	.1094	.0708	.17	.2900	.33	.2977	.16
New York, Philadelphia and Norfolk .....	.0138	.2108	.0784	.2683	.0967	.50	.3500	.41	.2716	— .09
New York, Susquehanna and Western .....	.0109	<b>b</b>	.0604	— .0348	<b>b</b>	.05	.4800	.42	.4196	.37
Pennsylvania Lines (East of Pittsburgh) .....	.0100	.0722	.0477	.1018	.1016	.21	.2000	.20	.1523	— .01
Pennsylvania Lines (West of Pittsburgh) .....	.0054	.0423	— .0492	— .0517	— .0083	— .05	— .0200	— .03	.0292	.02
Philadelphia and Reading .....	.0047	.0911	.0990	.1041	.0289	.24	.3300	.33	.2310	.09
Rutland .....	.0065	.0622	.0091	— .0172	.0473	.02	.0400	.01	.0309	— .01
Toledo, Peoria and Western .....	.0017	— .0024	— .0452	— .1136	.0417	— .12	.0000	— .16	.0452	— .04
Toledo, St. Louis and Western .....	.0045	— .0290	— .0600	.0171	.0026	.01	— .0500	— .05	.0100	— .06
Vandalia .....	.0080	.0635	— .0239	.0036	.0320	.05	.0400	.05	.0639	.00
Western Maryland .....	.0112	.0700	.0334	.0668	— .0189	.13	.3100	.27	.2766	.14
Wheeling and Lake Erie .....	— .0030	— .1170	— .0476	.1318	.1569	.12	.3100	.20	.3576	.08
Wabash Pittsburgh Terminal .....	.0208	.2399	— .3464	.1402	.3484	— .04	— .42	— 1.37	— .0736	— 1.33
West Side Belt .....	.0609	.0748	— .4069	.9567	— .1996	.84	.6900	— .18	1.0969	— 1.02
Total .....	\$0.0055	\$0.0259	\$— .0271	\$0.0491	\$0.0371	\$0.08	\$0.10	\$0.08	\$0.1271	\$0.00

— Decrease.

**a** Organized in 1910.

**b** Information not available.





COSTS AND REVENUES PER REVENUE LOCOMOTIVE MILE IN 1912 AND 1908,  
AND INCREASE IN COSTS AND REVENUES IN 1912 OVER 1908 BY INDIVIDUAL  
RAILROADS.

The two tables which are next presented set forth the revenue gains on a revenue locomotive mile basis during the period 1908-1912. The first table which immediately follows compares on a revenue locomotive mile basis in 1912 and in 1908, the cost of firemen and other items of transportation and operating expense, together with revenue from transportation and operation; the second table shows the increase in 1912 as compared with 1908 in costs and revenues per revenue locomotive mile. The basic figures for the table are taken directly from the original records of the Interstate Commerce Commission. The comparison is limited to the past five years because there are no statistics of locomotive miles prior to 1908. As in the case of similar comparisons, the large gross and net revenue gains in 1912 over 1908 are apparent.

COSTS AND REVENUES PER REVENUE LOCOMOTIVE MILE.

By Selected Railroads.

Railroads.	Cost of Firemen.		Labor Cost of Transportation.		Total Transportation Expenses.		Labor Cost of Maintenance.		Labor Cost of Operation.		Labor Cost of General Administration.		Cost of General Officers.		Total Operating Expenses.		Transportation Revenue.		Operating Revenue.	
	1912.	1908.	1912.	1908.	1912.	1908.	1912.	1908.	1912.	1908.	1912.	1908.	1912.	1908.	1912.	1908.	1912.	1908.	1912.	1908.
Baltimore and Ohio																				
Baltimore and Ohio Southwestern.	\$0.0419	\$0.0352	\$0.3715	\$0.3260	\$0.5574	\$0.5077	\$0.3110	\$0.2797	\$0.7412	\$0.6515	\$0.0588	\$0.0458	\$0.0090	\$0.0087	\$1.1012	\$0.9902	\$1.5598	\$1.3361	\$1.58	\$1.35
Boston and Maine	.0400	.0308	.4800	.3979	.7092	.6217	.2221	.1958	.7368	.6186	.0348	.0250	.0054	.0075	1.1673	.9800	1.5053	1.2801	1.53	1.30
Buffalo, Rochester and Pittsburgh.	.0373	.0309	.2962	.2602	.4908	.4082	.3066	.2732	.6349	.5597	.0320	.0263	.0075	.0060	1.0113	.8758	1.4861	1.2467	1.49	1.26
Central New England	.0337	.0326	.3925	.3605	.5822	.6484	.3056	.3422	.7031	.7267	.0050	.0240	a	.0038	1.0840	1.2499	2.1152	1.5391	2.13	1.55
Central Railroad of New Jersey.	.0393	.0343	.4227	.4780	.6076	.5379	.2396	.2006	.7390	.7152	.0767	.0366	.0110	.0098	1.1639	1.1132	1.9039	1.8801	1.96	1.91
Chicago, Indiana and Southern.	.0331	.0303	.2980	.3020	.6660	.5976	.4590	.3857	.8121	.7446	.0551	.0569	.0087	.0142	1.5321	1.1043	1.7948	1.4283	1.82	1.44
Chicago, Terre Haute and Southeastern.	.0335	b	.3684	b	.5307	b	.3313	b	.7820	b	.0823	b	.0388	b	1.1638	b	1.6366	b	1.64	b
Cincinnati, Hamilton and Dayton.	.0359	.0282	.3488	.3009	.5869	.5147	.2676	.2304	.6517	.5736	.0353	.0423	.0086	.0121	1.0338	.9955	1.3591	1.1535	1.39	1.15
Cincinnati Northern	.0339	.0235	.2921	.2175	.5191	.3863	.1935	.2103	.5099	.4591	.0242	.0312	.0058	.0096	1.0709	.8719	1.2066	1.0327	1.21	1.04
Cleveland, Cincinnati, Chicago and St. Louis.	.0324	.0286	.3483	.3284	.5532	.5294	.2156	.2074	.5984	.5697	.0345	.0340	.0052	.0090	1.0212	.9604	1.3536	1.2362	1.37	1.25
Dayton and Union	.0201	.0141	.1411	.1289	.3302	.3230	.0664	.0905	.2241	.2410	.0171	.0216	.0140	.0160	.5747	.6314	.7113	.7225	.73	.73
Delaware and Hudson	.0369	.0338	.3479	.2876	.5785	.4991	.2342	.2266	.6248	.5377	.0427	.0235	.0057	.0035	1.0018	.8301	1.6298	1.4116	1.64	1.42
Delaware, Lackawanna and Western.	.0369	.0318	.3632	.3730	.5728	.4888	.3163	.2556	.7790	.6609	.0994	.0323	.0122	.0084	1.1978	.9893	1.8392	1.6970	1.85	1.70
Detroit, Toledo and Ironton.	.0308	.0258	.2579	.2401	.4717	.3926	.2214	.1739	.5147	.4341	.0353	.0202	.0089	.0051	.8586	.7768	.9443	.8356	.96	.84
Erie	.0380	.0369	a	.3677	.5756	.5749	a	.3136	.7796	.7505	a	.0692	.0125	.0108	1.1221	1.1903	1.6351	1.5408	1.65	1.56
Grand Rapids and Indiana.	.0317	.0279	.3189	.3091	.5729	.5498	.2462	.2259	.6196	.5864	.0546	.0517	.0191	.0194	1.0346	1.0545	1.3171	1.3428	1.33	1.36
Hocking Valley	.0425	.0322	.3612	.3648	.5766	.4907	.3443	.2545	.7499	.6677	.0444	.0484	.0222	.0153	1.1757	1.1155	1.8265	1.5893	1.88	1.60
Indiana Harbor Belt	a	a	a	a	a	a	a	a	a	a	a	a	a	a	a	a	a	a	a	a
Kanawha and Michigan	.0392	.0320	.3003	.2793	.4816	.4036	.3014	.2206	.6415	.5214	.0372	.0215	.0084	.0053	1.0444	1.0005	1.6260	1.1777	1.63	1.19
Lake Erie and Western.	.0302	.0248	.2809	.2480	.5426	.5396	.2896	.2521	.6155	.5498	.0451	.0497	.0046	.0103	1.0553	1.0698	1.3556	1.2861	1.37	1.30
Lake Shore and Michigan Southern.	.0361	.0329	.3452	.3438	.5854	.5625	.3340	.2860	.7382	.6678	.0590	.0379	.0131	.0086	1.1370	1.0660	1.7452	1.6037	1.76	1.61
Lehigh Valley	.0413	.0339	.3819	.3160	.6035	.5501	.2622	.2596	.7406	.6325	.0965	.0568	.0094	.0086	1.1833	1.0744	1.7538	1.7047	1.77	1.72
Long Island	.0389	.0311	.6395	.7851	1.0763	.9972	.2684	.1781	1.1061	1.0269	.1983	.0638	.0130	.0102	1.7740	1.6085	2.3148	1.9655	2.37	2.01
Maine Central	.0330	.0311	.3302	.3536	.6361	.5791	.2846	.2633	.6679	.6492	.0532	.0323	.0112	.0128	1.2330	1.0840	1.6927	1.5467	1.71	1.56
Michigan Central	.0358	.0296	.3597	.3131	.5921	.5289	.2326	.2074	.6241	.5460	.0319	.0255	.0066	.0048	1.0187	.9149	1.4746	1.3075	1.49	1.32
Monongahela	.0529	.0439	.5472	.5331	.6437	.6142	.5457	.4813	1.1417	1.0589	.0488	.0445	.0089	.0083	1.4256	1.2659	3.1338	2.3226	3.14	2.34
New Jersey and New York.	.0398	.0358	a	.2931	.8118	.7745	a	.1271	a	.4244	a	.0042	a	a	1.1629	1.2434	1.7737	1.5415	1.78	1.55
New York Central and Hudson River.	.0366	.0344	.3479	.3637	.5800	.5589	.3386	.2798	.7600	.6773	.0735	.0338	.0043	.0053	1.1269	1.0059	1.5164	1.3186	1.54	1.33
New York, Chicago and St. Louis.	.0353	.0316	.3668	.3161	.5708	.5278	.2065	.2126	.6208	.5655	.0476	.0368	.0069	.0039	.9611	.8834	1.3498	1.3012	1.36	1.31
New York, New Haven and Hartford.	.0377	.0350	.4832	.4597	.8447	.8084	.3283	.3135	.8638	.8170	.0523	.0439	.0109	.0111	1.4133	1.3076	2.1268	1.7722	2.18	1.82
New York, Philadelphia and Norfolk.	.0377	.0285	.7246	.5893	1.2892	1.1216	.3534	.2508	1.1773	.9589	.0992	.1188	.0173	.0316	2.3449	2.0832	3.1723	2.9301	3.22	2.97
New York, Susquehanna and Western.	.0385	.0342	a	.3168	.6766	.5422	a	.2755	.6750	.6075	a	.0152	.0005	.0003	1.0513	1.0382	1.6727	1.4447	1.69	1.45
Pennsylvania Lines (East of Pittsburgh).	.0418	.0362	.4861	.4707	.6485	.6438	.4243	.3511	.9905	.8616	.0801	.0399	.0090	.0083	1.2685	1.2220	1.7487	1.6806	1.76	1.70
Pennsylvania Lines (West of Pittsburgh).	.0385	.0325	.4092	.3723	.5751	.5418	.3377	.2824	.7887	.6805	.0418	.0258	.0062	.0044	1.1502	1.0176	1.6116	1.4762	1.63	1.49
Philadelphia and Reading	.0382	.0328	.4183	.3766	.6033	.5157	.2928	.2451	.7878	.6654	.0767	.0436	.0059	.0059	1.1661	1.0556	1.8023	1.6405	1.82	1.65
Rutland	.0304	.0248	.2509	.2121	.4854	.5048	.2469	.2134	.5222	.4841	.0244	.0585	.0184	.0191	.9086	.9399	1.2046	1.2285	1.23	1.25
Toledo, Peoria and Western.	.0249	.0259	.2990	.2904	.5541	.5386	.3260	.3211	.6840	.6652	.0590	.0537	.0144	.0152	1.1815	1.1915	1.4284	1.4329	1.44	1.44
Toledo, St. Louis and Western.	.0318	.0271	.2975	.2797	.5079	.4616	.2318	.2106	.5656	.5395	.0363	.0492	.0107	.0119	.9524	.8734	1.3707	1.2871	1.38	1.30
Vandalia	.0341	.0357	.3520	.2961	.5578	.4889	.3039	.2473	.6931	.5758	.0373	.0324	.0065	.0059	1.1028	.9475	1.3794	1.2346	1.39	1.24
Western Maryland	.0416	.0318	.3562	.3032	.5020	.4316	.1863	.1794	.5706	.5132	.0282	.0306	.0066	.0073	.9205	.8461	1.3595	1.3217	1.37	1.33
Wheeling and Lake Erie.	.0405	.0358	.3495	.3665	.5713	.5385	.4060	.3256	.8142	.7236	.0587	.0315	.0178	.0188	1.1580	1.0286	1.7073	1.2514	1.72	1.29
Wabash Pittsburgh Terminal	.0519	.0308	.4930	.3393	.7082	.6312	.5652	.3553	1.3268	.7054	.2686	.0108	.0834	.0047	1.5549	1.2811	1.7691	2.5609	1.81	2.57
West Side Belt	.0506	.0202	.3863	.2107	.5849	.5682	.0906	.3236	.4769	.5343	a	a	a	a	1.6875	1.5959	2.9752	1.8805	2.97	1.89
Total.	\$0.0383	\$0.0335	\$0.3995	\$0.3769	\$0.6124	\$0.5735	\$0.3154	\$0.2742	\$0.7769	\$0.6902	\$0.0622	\$0.0391	\$0.0086	\$0.0080	\$1.1606	\$1.0671	\$1.6498	\$1.4933	\$1.67	\$1.51
	c.0384	....	c.3996	d.3777	c.6125	....	c.3154	d.2723	c.7769	d.6904	c.0621	d.0376	c.0085	d.0080	c1.1606	....	c1.6498	....	c1.67	....

a Information not available.  
b Organized in 1910.

c Excluding roads not shown in 1908.  
d Total excluding roads not shown in 1912.





INCREASE IN COSTS AND REVENUES PER REVENUE LOCOMOTIVE MILE IN 1912 AS COMPARED WITH 1908.

By Selected Companies.

Railroads.	Cost of Firemen.	Labor Cost of Trans- portation.	Total Trans- portation Expenses.	Labor Cost of Main- tenance	Labor Cost of operation	Total Cost of Operation	Total Transpor- tation Revenue.	Total Revenue from Op- eration.	Net Gain in Trans- portation Revenue.	Net Gain in Operating Revenue.	Labor Cost of General Adminis- tration.	Cost of General Officers.
Baltimore and Ohio	\$. .0067	\$. .0455	\$. .0497	\$. .0313	\$. .0897	\$. .1110	0. .2237	\$. .23	\$. .1740	\$. .12	\$. .0130	\$. .0003
Baltimore and Ohio Southwestern } . . . . .												
Boston and Maine . . . . .	.0092	.0821	.0875	.0263	.1182	.1873	.2252	.23	.1377	.04	.0098	— .0021
Buffalo, Rochester and Pittsburgh . . . . .	.0064	.0360	.0826	.0334	.0752	.1300	.2394	.23	.1568	.10	.0057	.0015
Central New England . . . . .	.0011	.0320	— .0662	— .0366	— .0236	— .1659	.5761	.58	.6423	.75	— .0190	<i>b</i>
Central Railroad of New Jersey . . . . .	.0050	— .0553	.0697	.0390	.0238	.0507	.0238	.05	— .0459	.00	.0401	.0012
Chicago, Indiana and Southern . . . . .	.0028	— .0040	.0684	.0733	.0675	.4278	.3665	.38	.2981	— .05	— .0018	— .0055
Chicago, Terre Haute and Southeastern . . . . .	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Cincinnati, Hamilton and Dayton . . . . .	.0077	.0379	.0722	.0372	.0781	.0300	.2056	.24	.1334	.21	— .0070	— .0035
Cincinnati, Northern . . . . .	.0104	.0746	.1328	— .0168	.0508	.1990	.1739	.17	.0411	— .03	— .0070	— .0038
Cleveland, Cincinnati, Chicago & St. Louis	.0038	.0199	.0238	.0082	.0287	.0608	.1174	.12	.0936	.06	.0005	— .0038
Dayton and Union . . . . .	.0060	.0122	.0072	— .0241	— .0169	— .0567	— .0112	.00	— .0184	.06	— .0045	— .0020
Delaware and Hudson . . . . .	.0031	.0603	.0794	.0076	.0871	.1717	.2182	.22	.1388	.05	.0192	.0022
Dalaware, Lackawanna and Western . . . . .	.0051	— .0098	.0840	.0607	.1181	.2085	.1422	.15	.0582	— .05	.0671	.0038
Detroit, Toledo and Ironton . . . . .	.0050	.0178	.0791	.0475	.0806	.0818	.1087	.12	.0296	.04	.0151	.0038
Erie . . . . .	.0011	<i>b</i>	.0007	<i>b</i>	.0291	— .0682	.0943	.09	.0936	.16	.0936	.0017
Grand Rapids and Indiana . . . . .	.0038	.0098	.0231	.0203	.0332	— .0199	— .0257	— .03	— .0488	— .01	.0029	— .0003
Hocking Valley . . . . .	.0103	— .0036	.0859	.0898	.0822	.0602	.2372	.28	.1513	.22	— .0040	.0059
Indiana Harbor Belt . . . . .	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>
Kanawha and Michigan . . . . .	.0072	.0210	.0780	.0808	.1201	.0439	.4483	.44	.3703	.40	.0157	.0031
Lake Erie and Western . . . . .	.0054	.0329	.0030	.0375	.0657	— .0145	.0695	.07	.0665	.08	— .0046	— .0057
Lake Shore and Michigan Southern . . . . .	.0032	.0014	.0229	.0480	.0704	.0710	.1415	.15	.1186	.08	.0211	.0045
Lehigh Valley . . . . .	.0074	.0659	.0534	.0026	.1081	.1089	.0491	.05	— .0043	— .06	.0397	.0008
Long Island . . . . .	.0078	— .1456	.0791	.0903	.0792	.1600	.3493	.36	.2702	.20	.1345	.0028
Maine Central . . . . .	.0019	— .0234	.0570	.0213	.0187	.1490	.1460	.15	.0890	.00	.0209	— .0016
Michigan Central . . . . .	.0062	.0466	.0632	.0252	.0781	.1100	.1671	.17	.1039	.06	.0064	.0018
Monongahela . . . . .	.0090	.0141	.0295	.0644	.0828	.1597	.8112	.80	.7817	.64	.0043	.0006
New Jersey and New York . . . . .	.0040	<i>b</i>	.0373	<i>b</i>	<i>b</i>	— .0805	.2322	.23	.1949	.31	<i>b</i>	<i>b</i>
New York Central and Hudson River . . . . .	.0022	— .0158	.0211	.0588	.0827	.1210	.1978	.21	.1767	.09	.0397	— .0010
New York, Chicago and St. Louis . . . . .	.0037	.0507	.0430	— .0061	.0553	.0777	.0486	.05	.0056	— .03	.0108	.0030
New York, New Haven and Hartford . . . . .	.0027	.0235	.0403	.0148	.0468	.1000	.3546	.36	.3143	— .26	.0084	— .0002
New York, Philadelphia and Norfolk . . . . .	.0092	.1353	.1676	.1026	.2184	.2617	.2422	.25	.0746	— .01	— .0196	— .0143
New York, Susquehanna and Western . . . . .	.0043	<i>b</i>	.1344	<i>b</i>	.0675	.0131	.2280	.24	.0936	.23	<i>b</i>	.0002
Pennsylvania Lines (East of Pittsburgh) . . . . .	.0056	.0154	.0047	.0732	.1289	.0465	.0681	.06	.0634	.01	.0402	.0007
Pennsylvania Lines (West of Pittsburgh) . . . . .	.0060	.0369	.0333	.0553	.1082	.1326	.1354	.14	.1021	.01	.0160	.0018
Philadelphia and Reading . . . . .	.0054	.0317	.0876	.0477	.1224	.1105	.1618	.17	.0742	.06	.0331	.0000
Rutland . . . . .	.0056	.0388	— .0194	.0335	.0381	— .0313	— .0239	— .02	— .0045	.01	— .0341	— .0007
Toledo, Peoria and Western . . . . .	— .0010	.0086	.0155	.0049	.0188	— .0100	— .0045	.00	— .0200	.01	.0053	— .0008
Toledo, St. Louis and Western . . . . .	.0047	.0178	.0463	.0212	.0261	.0790	.0836	.08	.0373	.00	— .0129	— .0012
Vandalia . . . . .	— .0016	.0559	.0689	.0843	.1173	.1500	.1448	.15	.0750	.00	.0040	.0005
Western Maryland . . . . .	.0098	.0530	.0704	.0069	.0574	.0744	.0378	.04	— .0326	— .03	— .0024	— .0007
Wheeling and Lake Erie . . . . .	.0047	— .0170	.0328	.0804	.0906	.1294	.4559	.43	.4231	.30	.0272	— .0010
Wabash Pittsburgh Terminal . . . . .	.0211	.1537	.0770	.2099	.6214	.2738	— .7018	— .76	— .8688	— 1.03	.2578	.0787
West Side Belt . . . . .	.0304	.1756	.0167	— .2330	— .0574	.0916	1.0947	1.08	1.0780	.99	<i>b</i>	<i>b</i>
Total . . . . .	.0049	.0219	.0390	.0431	.0865	.0935	.1565	.1600	.1175	.0665	.0245	.0005

*a* Organized in 1910.

*b* Information not available.





## COSTS AND REVENUES PER LOCOMOTIVE MILE.

The two tables which are next presented afford an analysis of operating expenses and receipts in 1912 as compared with 1908 on the basis of a locomotive mile. The first table sets forth by railroads the actual cost of firemen and other factors together with operating revenue in 1908 and in 1912; the second table exhibits the increase or decrease in receipts or the different items of operating costs enumerated in 1912 as compared with 1908. The term locomotive mile includes all forms of locomotive mileage, both revenue and non-revenue, enumerated in the reports of the railroads to the Interstate Commerce Commission. The object of these tabulations is to point out the large gains in revenue over and above increased expenses during the period 1908-1912 which have resulted from the increased productive efficiency of firemen and other transportation labor. The tables also clearly show that only a very small share of the money advance in operating costs is directly attributable to firemen. The two tables immediately follow.

## COSTS AND REVENUES PER LOCOMOTIVE MILE.

By Selected Railroads.

Railroads.	Cost of Firemen.		Labor Cost of Transportation.		Total Transportation Expenses.		Other Labor Cost of Operation.		Total Operating Expenses.		Operating Revenue.	
	1912.	1908.	1912.	1908.	1912.	1908.	1912.	1908.	1912.	1908.	1912.	1908.
Baltimore and Ohio												
Baltimore and Ohio Southwestern }	\$0.0403	\$0.0339	\$0.3571	\$0.3145	\$0.5359	\$0.4899	\$0.3555	\$0.3141	\$1.0587	\$0.9555	\$1.5150	\$1.2988
Boston and Maine	.0392	.0300	.4700	.3874	.6945	.6054	.2515	.2150	1.1431	.9542	1.4983	1.2675
Buffalo, Rochester and Pittsburgh	.0361	.0297	.2867	.2503	.4751	.3926	.3277	.2881	.9789	.8424	1.4450	1.2118
Central New England	.0325	.0305	.3791	.3372	.5623	.6066	.3000	.3426	1.0469	1.1694	2.0552	1.4462
Central Railroad of New Jersey	.0380	.0332	.4085	.4622	.5872	.5201	.3057	.2294	1.1248	1.0764	1.8971	1.8495
Chicago, Indiana and Southern	.0323	.0295	.2909	.2939	.6501	.5815	.5018	.4307	1.4955	1.0746	1.7719	1.3977
Chicago, Terre Haute and Southeastern	.0322	a	.3547	a	.5109	a	.3982	a	1.1205	a	1.5810	a
Cincinnati, Hamilton and Dayton	.0353	.0277	.3433	.2964	.5775	.5069	.2981	.2686	1.0174	.9805	1.3661	1.1483
Cincinnati Northern	.0336	.0231	.2899	.2140	.5150	.3800	.2160	.2375	1.0626	.8576	1.2015	1.0224
Cleveland, Cincinnati, Chicago and St. Louis	.0318	.0276	.3420	.3169	.5431	.5110	.2455	.2330	1.0025	.9270	1.3403	1.2042
Dayton and Union	b .0201	b .0141	b .1365	b .1289	b .3302	b .3230	b .0835	b .1121	b .5747	b .6314	b .7286	b .7332
Delaware and Hudson	.0356	.0326	.3351	.2776	.5572	.4817	.2667	.2413	.9650	.8011	1.5808	1.3744
Delaware, Lackawanna and Western	.0352	.0302	.3468	.3543	.5468	.4642	.3968	.2735	1.1434	.9397	1.7649	1.6192
Detroit, Toledo and Ironton	.0304	.0255	.2544	.2373	.4653	.3879	.2532	.1917	.8469	.7676	.9466	.8322
Erie	.0367	.0357	c	.3563	.5558	.5570	c	.3709	1.0836	1.1533	1.5894	1.5023
Grand Rapids and Indiana	.0306	.0270	.3085	.2987	.5543	.5319	.2909	.2685	1.0009	1.0201	1.2857	1.3157
Hocking Valley	.0407	.0315	.3457	.3567	.5518	.4799	.3719	.2962	1.1251	1.0908	1.7946	1.5606
Indiana Harbor Belt	c	c	c	c	c	c	c	c	c	c	c	c
Kanawha and Michigan	.0379	.0308	.2899	.2684	.4648	.3878	.3293	.2326	1.0081	.9612	1.5747	1.1380
Lake Erie and Western	.0299	.0243	.2777	.2433	.5365	.5293	.3309	.2960	1.0433	1.0472	1.3493	1.2706
Lake Shore and Michigan Southern	.0348	.0314	.3322	.3286	.5634	.5377	.3783	.3097	1.0943	1.0189	1.6973	1.5422
Lehigh Valley	.0400	.0325	.3692	.3026	.5834	.5266	.3468	.3029	1.1440	1.0286	1.7079	1.6450
Long Island	.0368	.0296	.6057	.7460	1.0193	.9475	.4420	.2298	1.6801	1.5284	2.2478	1.9052
Maine Central	.0312	.0292	.3122	.3314	.6015	.5428	.3194	.2771	1.1660	1.0160	1.6136	1.4613
Michigan Central	.0351	.0285	.3532	.3014	.5815	.5092	.2597	.2242	1.0003	.8808	1.4625	1.2674
Monongahela	.0481	.0393	.4970	.4779	.5847	.5506	.5400	.4714	1.2948	1.1348	2.8548	2.0931
New Jersey and New York	.0393	.0347	c	.2840	.8026	.7506	c	.1273	1.1498	1.2052	1.7616	1.4992
New York Central and Hudson River	.0350	.0329	.3334	.3478	.5559	.5345	.3949	.2999	1.0800	.9619	1.4729	1.2740
New York, Chicago and St. Louis	.0344	.0310	.3583	.3102	.5576	.5180	.2482	.2448	.9388	.8671	1.3246	1.2815
New York, New Haven and Hartford	.0360	.0328	.4618	.4312	.8073	.7583	.3638	.3352	1.3508	1.2266	2.0833	1.7028
New York, Philadelphia and Norfolk	.0364	.0273	.7003	.5648	1.2459	1.0741	.4374	.3542	2.2661	1.9965	3.1094	2.8422
New York, Susquehanna and Western	.0382	.0335	c	.3104	.6702	.5313	c	.2848	1.0415	1.0173	1.6728	1.4238
Pennsylvania Lines (East of Pittsburgh)	.0397	.0345	.4619	.4492	.6162	.6144	.4792	.3731	1.2053	1.1663	1.6757	1.6177
Pennsylvania Lines (West of Pittsburgh)	.0365	.0310	.3888	.3554	.5464	.5172	.3606	.2943	1.0928	.9716	1.5446	1.4192
Philadelphia and Reading	.0366	.0314	.4007	.3600	.5780	.4930	.3541	.2760	1.1173	1.0091	1.7426	1.5807
Rutland	.0294	.0241	.2425	.2056	.4692	.4891	.2623	.2634	.8782	.9106	1.1838	1.2128
Toledo, Peoria and Western	.0247	.0250	.2956	.2801	.5478	.5194	.3806	.3615	1.1681	1.1491	1.4256	1.3895
Toledo, St. Louis and Western	.0309	.0264	.2890	.2725	.4935	.4498	.2605	.2531	.9253	.8511	1.3417	1.2622
Vandalia	.0330	.0341	.3405	.2827	.5396	.4668	.3300	.2671	1.0668	.9046	1.3454	1.1848
Western Maryland	.0399	.0309	.3419	.2946	.4819	.4193	.2059	.2040	.8836	.8221	1.3107	1.2934
Wheeling and Lake Erie	.0390	.0353	.3360	.3607	.5494	.5299	.4469	.3515	1.1135	1.0122	1.6571	1.2769
Wabash Pittsburgh Terminal	.0494	.0287	.4692	.3159	.6740	.5877	.7936	.3409	1.4799	1.1928	1.7197	2.3959
West Side Belt	.0458	.0170	.3494	.1770	.5289	.4773	.0819	.2718	1.5260	1.3405	2.6998	1.5843
Total	\$0.0370	\$0.0322	\$0.3841	\$0.3617	\$0.5890	\$0.5503	\$0.3630	\$0.3006	\$1.1163	\$1.0242	\$1.6051	\$1.4470
	d .0370		d .3842	e .3622	d .5891	.....	d .3630	e .2971	d1.1163	.....	d1.6051	.....

a Organized in 1910.

b Non-revenue locomotive miles not included.

c Information not available.

d Total excluding roads not given in 1908.

e Total excluding roads not shown in 1912.



## INCREASE IN COSTS AND REVENUES PER LOCOMOTIVE MILE IN 1912 AS COMPARED WITH 1908.

By Selected Railroads.

Railroads.	Cost of Firemen.	Labor Cost of Transportation.	Total Transportation Expenses.	Other Labor Cost of Operation.	Total Cost of Operation.	Gross Operating Revenue.	Net Operating Revenue.
Baltimore and Ohio							
Baltimore and Ohio Southwestern }	\$0.0064	\$0.0426	\$0.0460	\$0.0414	\$0.1032	\$0.2162	\$0.1130
Boston and Maine .....	.0092	.0826	.0891	.0365	.1889	.2308	.0419
Buffalo, Rochester and Pittsburgh .....	.0064	.0364	.0825	.0396	.1365	.2332	.0967
Central New England .....	.0020	.0419	— .0443	— .0426	— .1225	.6090	.7315
Central Railroad of New Jersey .....	.0048	— .0537	.0671	.0763	.0484	.0476	— .0008
Chicago, Indiana and Southern .....	.0028	— .0030	.0686	.0711	.4209	.3742	— .0467
Chicago, Terre Haute and Southeastern .....	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Cincinnati, Hamilton and Dayton .....	.0076	.0469	.0706	.0295	.0369	.2178	.1809
Cincinnati Northern .....	.0105	.0759	.1350	— .0215	.2050	.1791	— .0259
Cleveland, Cincinnati, Chicago & St. Louis .....	.0042	.0251	.0321	.0125	.0755	.1361	.0606
Dayton and Union .....	<i>b</i> .0060	<i>b</i> .0076	<i>b</i> .0072	<i>b</i> — .0286	<i>b</i> — .0567	<i>b</i> — .0046	<i>b</i> .0521
Delaware and Hudson .....	.0030	.0575	.0755	.0254	.1639	.2064	.0425
Delaware, Lackawanna and Western .....	.0050	— .0075	.0826	.1233	.2037	.1457	— .0580
Detroit, Toledo and Ironton .....	.0049	.0171	.0774	.0615	.0793	.1144	.0351
Erie .....	.0010	<i>c</i>	— .0012	<i>c</i>	— .0697	.0871	.1568
Grand Rapids and Indiana .....	.0036	.0098	.0224	.0224	— .0192	— .0300	— .0108
Hocking Valley .....	.0092	— .0110	.0719	.0757	.0343	.2340	.1997
Indiana Harbor Belt .....	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>
Kanawha and Michigan .....	.0071	.0215	.0770	.0967	.0469	.4367	.3898
Lake Erie and Western .....	.0056	.0344	.0072	.0349	— .0039	.0787	.0826
Lake Shore and Michigan Southern .....	.0034	.0036	.0257	.0686	.0754	.1551	.0797
Lehigh Valley .....	.0075	.0666	.0568	.0439	.1154	.0629	— .0525
Long Island .....	.0072	— .1403	.0718	.2122	.1517	.3426	.1909
Maine Central .....	.0020	— .0192	.0587	.0423	.1500	.1523	.0023
Michigan Central .....	.0066	.0518	.0723	.0355	.1195	.1951	.0756
Monongahela .....	.0088	.0191	.0341	.0686	.1600	.7617	.6017
New Jersey and New York .....	.0046	<i>c</i>	.0520	<i>c</i>	— .0554	.2624	.3178
New York Central and Hudson River .....	.0021	— .0144	.0214	.0950	.1181	.1989	.0808
New York, Chicago and St. Louis .....	.0034	.0481	.0396	.0034	.0717	.0431	— .0286
New York, New Haven and Hartford .....	.0032	.0306	.0490	.0286	.1242	.3805	.2563
New York, Philadelphia and Norfolk .....	.0091	.1355	.1718	.0832	.2696	.2672	— .0024
New York, Susquehanna and Western .....	.0047	<i>c</i>	.1389	<i>c</i>	.0242	.2490	.2248
Pennsylvania Lines (East) .....	.0052	.0127	.0018	.1061	.0390	.0580	.0190
Pennsylvania Lines (West) .....	.0055	.0334	.0292	.0663	.1212	.1254	.0042
Philadelphia and Reading .....	.0052	.0407	.0850	.0781	.1082	.1619	.0537
Rutland .....	.0053	.0369	— .0199	— .0011	— .0324	— .0290	.0034
Toledo, Peoria and Western .....	— .0003	.0155	.0284	.0191	.0190	.0361	.0171
Toledo, St. Louis and Western .....	.0045	.0165	.0437	.0074	.0742	.0795	.0053
Vandalia .....	— .0011	.0578	.0728	.0629	.1622	.1606	— .0016
Western Maryland .....	.0090	.0473	.0626	.0019	.0615	.0173	— .0442
Wheeling and Lake Erie .....	.0037	— .0247	.0195	.0954	.1013	.3862	.2849
Wabash Pittsburgh Terminal .....	.0207	.1533	.0863	.4527	.2871	— .6762	— .9633
West Side Belt .....	.0288	.1724	.0516	— .1899	.1855	1.1155	.9300
Total.....	\$0.0048	\$0.0220	\$0.0388	\$0.0659	\$0.0921	\$0.1581	\$0.0660

*a* Organized in 1910.*b* Non-revenue locomotive miles not included.*c* Information not available.

(Minus sign) — indicates decrease.





# INCREASE IN REVENUE DIRECTLY ATTRIBUTABLE TO FIREMEN.

There is no accurate or satisfactory method by which the amount of revenue directly attributable to the different factors engaged in conducting transportation may be correctly ascertained. By arbitrarily assuming, however, that each of the transportation factors should receive a share in the receipts of transportation or operation corresponding to the ratio which their cost bears to the total cost of conducting transportation or the operation of the railroad, an approximate division of the revenue may be made. Such a procedure would undoubtedly underestimate the amount of revenue which should be apportioned to firemen, for the reason that the services of firemen are comparatively more productive than other classes of labor or expense factors. This method has, therefore, been adopted, and in the series of tables which follow, a conservative estimate is shown of the amount of net revenue, over and above increases in the outlay for firemen, which may be said to have been produced by the gain in the productive efficiency of firemen during the period 1902-1911. The exhibit is made (1) for firemen, without regard to class of service, and (2) for firemen per revenue train mile.

## INCREASE IN REVENUE ATTRIBUTABLE TO FIREMEN OVER INCREASE IN COST OF FIREMEN, 1911 AS COMPARED WITH 1902.

### By Selected Railroads.

Railroads.	Transportation Revenue.			Operating Revenue.		
	Revenue from Firemen. 1911.	Revenue from Firemen. 1902.	Gain in Revenue over Increase in Cost, 1911 Compared with 1902.	Revenue from Firemen. 1911.	Revenue from Firemen. 1902.	Gain in Revenue over Increase in Cost, 1911 Compared with 1902.
Baltimore and Ohio	\$6,431,288	\$3,408,459	\$1,856,008	\$3,402,397	\$1,939,649	\$295,927
Baltimore and Ohio Southwestern }						
Boston and Maine.....	2,477,836	1,531,580	448,773	1,523,713	987,533	38,697
Buffalo, Rochester and Pittsburgh.....	675,913	436,112	173,925			
Central New England.....				89,789	14,790	32,890
Central Railroad of New Jersey.....	1,558,219	969,681	456,779	803,495	561,080	110,656
Chicago, Indiana and Southern.....	a	a	a	a	a	a
Chicago, Terre Haute and Southeastern.....	b	b	b	b	b	b
Cincinnati, Hamilton and Dayton.....	564,897	333,171	107,904			
Cincinnati Northern.....	c	c	c	c	c	c
Cleveland, Cincinnati, Chicago and St. Louis.....	1,786,246	966,724	457,928	966,030	548,410	56,026
Dayton and Union.....						
Delaware and Hudson.....	1,333,433	642,154	445,873	770,189	398,205	126,578
Delaware, Lackawanna and Western.....	2,346,224	1,440,671	670,369	1,171,874	773,789	162,901
Detroit, Toledo and Ironton.....	d	d	d	d	d	d
Erie.....	3,177,926	1,900,380	998,595	1,630,483	1,137,654	213,878
Grand Rapids and Indiana.....	279,984	179,081	47,090	154,669	96,751	4,105
Hocking Valley.....						
Indiana Harbor Belt.....	e	e	e	e	e	e
Kanawha and Michigan.....	260,810	70,167	146,781	119,464	37,386	38,216
Lake Erie and Western.....	295,510	248,201	20,360			
Lake Shore and Michigan Southern.....	3,118,795	1,588,595	954,267	1,550,468	751,882	222,653
Lehigh Valley.....	2,596,681	1,290,391	983,605	1,337,903	614,529	400,689
Long Island.....	373,901	225,850	74,514	233,416	151,406	8,473
Maine Central.....	529,181	308,445	127,261	278,382	149,417	35,490
Michigan Central.....	1,755,898	1,015,943	422,739	991,235	557,288	116,731
Monongahela.....	f	f	f	f	f	f
New Jersey and New York.....	42,970	17,187	15,743	29,675	11,494	8,141
New York Central and Hudson River.....	6,273,135	3,834,152	1,542,373	3,264,028	2,312,335	55,083
New York, Chicago and St. Louis.....	694,988	324,247	230,959	400,285	201,963	58,540
New York, New Haven and Hartford.....	2,666,592	1,603,144	688,712	1,473,036	974,872	123,428
New York, Philadelphia and Norfolk.....	95,870	28,746	41,022	51,262	15,966	9,194
New York, Susquehanna and Western.....	176,441	90,234	52,548	110,892	54,273	22,960
Pennsylvania Lines (East of Pittsburgh).....	9,862,441	5,547,474	2,621,298	5,078,662	3,063,327	321,666
Pennsylvania Lines (West of Pittsburgh).....	3,389,279	1,706,873	1,069,710	1,766,068	880,680	272,692
Philadelphia and Reading.....	2,858,518	1,884,381	662,408	1,393,075	1,074,710	6,636
Rutland.....	198,030	111,220	54,236	108,963	71,746	4,643
Toledo, Peoria and Western.....	60,156	51,521	7,172			
Toledo, St. Louis and Western.....	229,346	143,031	64,104	120,886	84,508	14,167
Vandalia.....	g	g	g	g	g	g
Western Maryland.....	581,618	92,348	325,089	323,322	60,271	98,870
Wheeling and Lake Erie.....	497,521	210,594	195,567	252,306	115,968	44,978
Wabash Pittsburgh Terminal.....	h	h	h	h	h	h
West Side Belt.....	40,367	2,971	30,057	11,809	1,457	3,013
Total.....	\$57,230,014	\$32,203,728	\$15,993,769	\$29,407,776	\$17,643,339	\$2,907,921

- a Organized in April, 1906.
- b Organized in 1910.
- c Information not available in proper form.
- d Organized in May, 1905.
- e Information not available.
- f Began operation, August, 1903.
- g Consolidated December, 1904.
- h Organized in May, 1904.



INCREASE IN TRANSPORTATION REVENUE ATTRIBUTABLE TO FIREMEN  
OVER INCREASE IN COST OF FIREMEN PER  
REVENUE TRAIN MILE.

1911 Compared with 1902.

By Selected Railroads.

Railroads.	Transportation Revenue from Firemen.		Gain in Transpor- tation Revenue from Firemen over Increase in Cost of Fire- men, 1911 Com- pared with 1902.
	1911.	1902.	
Baltimore and Ohio } Baltimore and Ohio Southwestern } .....	\$0.1510	\$0.1132	\$0.0225
Boston and Maine .....	.1110	.0814	.0129
Buffalo, Rochester and Pittsburgh.....	.1788	.1317	.0354
Central New England .....	.1285	.0557	.0558
Central Railroad of New Jersey.....	.1889	.1490	.0346
Chicago, Indiana and Southern.....	a	a	a
Chicago, Terre Haute and Southeastern.	b	b	b
Cincinnati, Hamilton and Dayton.....	.....	.....	.....
Cincinnati Northern .....	c	c	c
Cleveland, Cincinnati, Chicago & St. Louis	.1082	.0836	.0121
Dayton and Union .....	.....	.....	.....
Delaware and Hudson .....	.1591	.1103	.0311
Delaware, Lackawanna and Western....	.1925	.1320	.0456
Detroit, Toledo and Ironton.....	d	d	d
Erie . . . . .	.1585	.1034	.0442
Grand Rapids and Indiana.....	.0843	.0692	.0048
Hocking Valley .....	.....	.....	.....
Indiana Harbor Belt .....	e	e	e
Kanawha and Michigan.....	.1873	.0903	.0820
Lake Erie and Western.....	.....	.....	.....
Lake Shore and Michigan Southern....	.1579	.1266	.0177
Lehigh Valley .....	.1891	.1110	.0613
Long Island .....	.0618	.0564	.0021
Maine Central .....	.1219	.0934	.0147
Michigan Central .....	.1273	.0870	.0229
Monongahela . . . . .	f	f	f
New Jersey and New York.....	.1033	.0427	.0373
New York Central and Hudson River...	.1299	.0926	.0238
New York, Chicago and St. Louis.....	.1077	.0630	.0290
New York, New Haven and Hartford...	.1130	.0751	.0251
New York, Philadelphia and Norfolk....	.1176	.0569	.0373
New York, Susquehanna and Western..	.1401	.0775	.0380
Pennsylvania Lines (East of Pittsburgh)	.1734	.1206	.0313
Pennsylvania Lines (West of Pittsburgh)	.1534	.1090	.0278
Philadelphia and Reading.....	.1775	.1159	.0418
Rutland . . . . .	.0905	.0624	.0181
Toledo, Peoria and Western.....	.0750	.0616	.0104
Toledo, St. Louis and Western.....	.1050	.0678	.0281
Vandalia . . . . .	g	g	g
Western Maryland .....	.1824	.0705	.0764
Wheeling and Lake Erie.....	.1871	.0979	.0616
Wabash Pittsburgh Terminal .....	h	h	h
West Side Belt .....	.5177	.1591	.2988
Total.....	\$0.1510	\$0.0925	\$0.0414

a Organized in April, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operation August, 1903.

g Consolidated December, 1904.

h Organized in May, 1904.





# RATIOS OF OPERATING COSTS TO TOTAL OPERATING EXPENSES AND REVENUES.

The following statistical exhibits set forth the items of cost which have been the cause of the increase during recent years in the ratio of total operating expenses to operating revenue. They have been compiled from the sworn reports of the transportation companies to the Interstate Commerce Commission.

From this analysis of operating costs in their relation to operating expenses and revenues, it is evident that the increase in the operating ratio or, in other words, the increase in the relation of operating expenses to operating revenues during the years 1902-1911, has not been caused by an advance in the proportion of operating revenue required to pay firemen and other transportation labor or transportation expenses as a whole, but that the increase in the operating ratio has been primarily due to comparatively heavier maintenance charges and to increasing amounts paid for labor other than that engaged in transportation in 1911, as compared with 1902. Depreciation charges, as well as those in connection with traffic and general expense, have also made larger demands upon revenues from operation.

The detailed exhibits are as follows:

## RATIO OF TOTAL TRANSPORTATION EXPENSES TO TOTAL OPERATING EXPENSES.

### By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio			
Baltimore and Ohio Southwestern } .....	52.29	53.85	56.85
Boston and Maine.....	60.40	67.27	64.06
Buffalo, Rochester and Pittsburgh.....	47.73	57.10	58.44
Central New England.....	49.48	38.59	49.58
Central Railroad of New Jersey.....	50.03	59.05	57.02
Chicago, Indiana and Southern.....	49.04	55.56	a
Chicago, Terre Haute and Southeastern.....	b46.28		
Cincinnati, Hamilton and Dayton.....	58.67	59.20	64.42
Cincinnati Northern.....	45.74	49.71	c
Cleveland, Cincinnati, Chicago and St. Louis.....	54.51	59.65	56.04
Dayton and Union.....	57.06	66.51	61.97
Delaware and Hudson.....	57.44	63.92	61.46
Delaware, Lackawanna and Western.....	49.70	53.72	53.17
Detroit, Toledo and Ironton.....	55.05	51.20	d
Erie.....	50.98	58.46	60.16
Grand Rapids and Indiana.....	54.85	54.57	52.75
Hocking Valley.....	50.44	45.82	49.64
Indiana Harbor Belt.....	62.54	81.31	e
Kanawha and Michigan.....	45.69	43.31	52.82
Lake Erie and Western.....	48.55	58.59	53.21
Lake Shore and Michigan Southern.....	49.28	55.94	48.79
Lehigh Valley.....	51.18	54.64	46.40
Long Island.....	61.02	68.06	66.33
Maine Central.....	52.21	53.27	47.92
Michigan Central.....	56.00	57.24	54.54
Monongahela.....	43.13	55.80	f
New Jersey and New York.....	68.82	70.77	66.57
New York Central and Hudson River.....	51.42	58.16	58.14
New York, Chicago and St. Louis.....	57.43	59.89	62.09
New York, New Haven and Hartford.....	59.97	66.81	60.20
New York, Philadelphia and Norfolk.....	52.86	57.49	55.54
New York, Susquehanna and Western.....	62.23	60.06	59.80
Pennsylvania Lines (East of Pittsburgh).....	50.56	54.01	54.47
Pennsylvania Lines (West of Pittsburgh).....	51.90	53.29	51.07
Philadelphia and Reading.....	51.24	52.96	56.75
Rutland.....	54.21	54.53	62.75
Toledo, Peoria and Western.....	47.04	46.17	50.59
Toledo, St. Louis and Western.....	52.36	57.46	57.96
Vandalia.....	51.79	55.20	g
Western Maryland.....	55.33	58.46	65.22
Wheeling and Lake Erie.....	50.72	57.35	54.28
Wabash Pittsburgh Terminal.....	49.65	65.55	h
West Side Belt.....	29.13	54.12	45.04
Total.....	52.90	57.15	56.14
	j52.93	j57.15	

a Road organized in April, 1906.

b Organized in 1910. Figures for first six months of 1911.

c 1902 figures not available in proper form.

d Road organized in 1905.

e Information not available.

f Began operations in 1903.

g Consolidated December 29, 1904.

h Road organized in 1904.

j Total, excluding roads not shown in 1902.



# RATIO OF COST OF FIREMEN TO TOTAL OPERATING EXPENSES.

## By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio			
Baltimore and Ohio Southwestern. }	3.86	3.71	3.79
Boston and Maine.....	3.40	3.01	3.10
Buffalo, Rochester and Pittsburgh.....	3.56	3.89	4.21
Central New England.....	2.79	1.74	2.49
Central Railroad of New Jersey.....	3.24	3.06	3.39
Chicago, Indiana and Southern.....	2.51	3.61	a
Chicago, Terre Haute and Southeastern.....	b2.70		
Cincinnati, Hamilton and Dayton.....	3.54	2.86	4.05
Cincinnati Northern.....	3.09	2.29	c
Cleveland, Cincinnati, Chicago and St. Louis.....	3.15	2.95	2.94
Dayton and Union.....	3.82	2.42	2.37
Delaware and Hudson.....	3.67	3.85	3.43
Delaware, Lackawanna and Western.....	3.26	3.34	3.49
Detroit, Toledo and Ironton.....	3.60	3.58	d
Erie.....	3.36	3.17	3.18
Grand Rapids and Indiana.....	3.05	2.49	2.54
Hocking Valley.....	3.87	2.76	5.56
Indiana Harbor Belt.....	3.25	3.47	e
Kanawha and Michigan.....	3.84	3.06	3.41
Lake Erie and Western.....	2.64	2.83	3.07
Lake Shore and Michigan Southern.....	3.20	3.10	2.63
Lehigh Valley.....	3.55	3.15	2.59
Long Island.....	2.30	2.18	2.58
Maine Central.....	3.07	2.86	2.38
Michigan Central.....	3.34	2.51	2.97
Monongahela.....	3.36	3.19	f
New Jersey and New York.....	3.93	2.88	3.36
New York Central and Hudson River.....	3.24	3.13	3.25
New York, Chicago and St. Louis.....	3.58	3.03	2.78
New York, New Haven and Hartford.....	2.63	2.73	2.24
New York, Philadelphia and Norfolk.....	1.52	1.27	1.07
New York, Susquehanna and Western.....	3.73	3.06	2.93
Pennsylvania Lines (East of Pittsburgh).....	3.23	3.03	2.89
Pennsylvania Lines (West of Pittsburgh).....	3.47	3.02	2.89
Philadelphia and Reading.....	3.32	3.56	3.68
Rutland.....	3.17	2.65	3.32
Toledo, Peoria and Western.....	2.22	1.90	2.44
Toledo, St. Louis and Western.....	3.20	2.83	3.20
Vandalia.....	3.39	2.89	g
Western Maryland.....	4.49	4.07	2.95
Wheeling and Lake Erie.....	3.71	4.17	3.33
Wabash Pittsburgh Terminal.....	3.13	2.05	h
West Side Belt.....	3.05	1.69	3.74
Total.....	3.31	3.11	3.07
	j3.31	j3.11	

a Organized April 9, 1906.

b Organized 1910; figures for first six months of 1911.

c Information not available in proper form.

d Organized May, 1905.

e Information not available.

f Began operation August 31, 1903.

g Consolidated December 29, 1904.

h Organized May 7, 1904.

j Total excluding figures for roads not shown in 1902.





# RATIO OF LABOR COST OF TRANSPORTATION TO LABOR COST OF OPERATION.

By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	51.62	50.50	56.77
Boston and Maine .....	65.47	63.26	62.15
Buffalo, Rochester and Pittsburgh.....	45.91	47.02	48.85
Central New England .....	52.94	54.07	44.92
Central Railroad of New Jersey.....	56.66	67.26	66.82
Chicago, Indiana and Southern.....	35.91	26.89	a
Chicago, Terre Haute and Southwestern.....	b46.81	.....	.....
Cincinnati, Hamilton and Dayton.....	53.30	48.47	68.09
Cincinnati Northern .....	54.74	45.76	c
Cleveland, Cincinnati, Chicago and St. Louis.....	58.88	57.71	58.79
Dayton and Union .....	61.51	49.90	50.99
Delaware and Hudson .....	56.30	54.98	61.04
Delaware, Lackawanna and Western.....	49.03	59.00	56.53
Detroit, Toledo and Ironton.....	57.57	44.59	d
Erie .....	e...	49.64	60.99
Grand Rapids and Indiana.....	53.26	54.56	53.58
Hocking Valley .....	51.05	55.22	60.54
Indiana Harbor Belt .....	e	e	e
Kanawha and Michigan .....	52.64	49.84	51.41
Lake Erie and Western.....	42.64	45.38	42.88
Lake Shore and Michigan Southern.....	44.98	45.30	53.06
Lehigh Valley .....	51.34	54.64	52.01
Long Island .....	57.61	69.53	58.09
Maine Central .....	51.16	53.01	54.25
Michigan Central .....	55.49	58.21	59.70
Monongahela .....	48.67	44.35	f
New Jersey and New York.....	e	66.72	75.92
New York Central and Hudson River.....	46.38	52.95	54.01
New York, Chicago and St. Louis.....	51.41	53.25	54.58
New York, New Haven and Hartford.....	56.24	63.28	66.07
New York, Philadelphia and Norfolk.....	62.59	60.64	63.53
New York, Susquehanna and Western.....	e	52.88	68.11
Pennsylvania Lines (East of Pittsburgh).....	49.34	53.82	55.30
Pennsylvania Lines (West of Pittsburgh).....	53.70	53.21	54.88
Philadelphia and Reading .....	53.89	56.84	57.04
Rutland .....	47.94	43.22	44.51
Toledo, Peoria and Western.....	42.20	46.47	49.57
Toledo, St. Louis and Western.....	50.70	54.10	56.59
Vandalia .....	53.03	52.89	g
Western Maryland .....	63.20	61.01	54.95
Wheeling and Lake Erie.....	48.89	59.49	52.65
Wabash Pittsburgh Terminal .....	37.64	50.12	h
West Side Belt .....	49.43	39.87	48.23
Total.....	51.85 j51.91	54.56 j55.07	57.22 j56.93

- a Organized in April, 1906.
- b Organized in 1910—figures for the first six months in 1911.
- c Information not available in proper form.
- d Organized in May, 1905.
- e Information not available.
- f Began operations August, 1903.
- g Consolidated December, 1904.
- h Organized in May, 1904.
- j Total excluding figures for roads not given in other years.



# RATIO OF COST OF FIREMEN TO TOTAL LABOR COST OF OPERATION.

By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio } .....	5.73	5.57	5.19
Baltimore and Ohio Southwestern } .....	5.30	5.00	4.98
Boston and Maine .....	5.61	5.95	6.20
Buffalo, Rochester and Pittsburgh.....	4.70	4.70	3.71
Central New England .....	4.84	4.99	5.59
Central Railroad of New Jersey.....	3.91	3.70	a
Chicago, Indiana and Southern.....	b3.84	....	....
Chicago, Terre Haute and Southeastern.....	5.47	4.96	6.39
Cincinnati, Hamilton and Dayton.....	6.26	5.24	c
Cincinnati Northern .....	5.47	5.07	5.17
Cleveland, Cincinnati, Chicago and St. Louis.....	9.28	6.25	6.66
Dayton and Union .....	6.01	6.19	6.15
Delaware and Hudson .....	4.95	4.97	5.50
Delaware, Lackawanna and Western.....	6.19	5.54	d
Detroit, Toledo and Ironton.....	4.92	5.06	5.06
Erie .....	5.01	4.74	4.83
Grand Rapids and Indiana.....	5.93	4.78	8.13
Hocking Valley .....	6.03	7.26	e
Indiana Harbor Belt .....	6.22	6.12	6.08
Kanawha and Michigan .....	4.58	4.50	4.79
Lake Erie and Western.....	4.80	4.81	4.93
Lake Shore and Michigan Southern.....	5.54	4.82	5.02
Lehigh Valley .....	3.60	3.24	4.13
Long Island .....	4.34	4.93	4.97
Maine Central .....	5.42	5.30	5.92
Michigan Central .....	4.47	4.23	f
Monongahela .....	e	8.36	9.14
New Jersey and New York.....	4.83	4.98	5.24
New York Central and Hudson River.....	5.55	5.70	5.58
New York, Chicago and St. Louis.....	4.26	4.30	3.99
New York, New Haven and Hartford.....	3.17	2.80	2.47
New York, Philadelphia and Norfolk.....	e	5.44	5.56
New York, Susquehanna and Western.....	4.19	4.27	4.16
Pennsylvania Lines (East of Pittsburgh).....	4.99	4.80	4.95
Pennsylvania Lines (West of Pittsburgh).....	4.89	5.54	5.41
Philadelphia and Reading .....	5.58	5.15	5.17
Rutland .....	3.81	3.92	4.76
Toledo, Peoria and Western.....	5.35	4.67	5.37
Toledo, St. Louis and Western.....	5.41	5.20	g
Vandalia .....	7.16	6.34	5.97
Western Maryland .....	4.87	5.27	4.98
Wheeling and Lake Erie.....	3.29	4.39	h
Wabash Pittsburgh Terminal.....	9.61	3.77	5.19
West Side Belt .....			
Total.....	4.95	4.89	4.96
	j4.91	j4.88	j4.96

a Road organized in April, 1906.

b Road organized in 1910—figures for first six months of 1911.

c 1902 figures not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations in August, 1903.

g Consolidated December 29, 1904.

h Road organized in May, 1904.

j Total excluding roads not shown in other years.





# RATIO OF LABOR COST OF TRANSPORTATION TO TOTAL OPERATING EXPENSES.

By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio .....	34.74	33.66	41.38
Baltimore and Ohio Southwestern } .....			
Boston and Maine .....	41.91	38.02	38.66
Buffalo, Rochester and Pittsburgh.....	29.17	30.76	33.18
Central New England .....	31.42	19.96	30.19
Central Railroad of New Jersey.....	37.91	41.23	40.55
Chicago, Indiana and Southern.....	23.09	26.19	a
Chicago, Terre Haute and Southeastern.....	b32.87	....	....
Cincinnati, Hamilton and Dayton.....	34.52	27.94	43.19
Cincinnati Northern .....	26.99	20.02	c
Cleveland, Cincinnati, Chicago and St. Louis.....	33.94	33.57	33.42
Dayton and Union .....	25.28	19.28	18.17
Delaware and Hudson.....	34.42	34.18	34.09
Delaware, Lackawanna and Western.....	32.28	39.68	35.91
Detroit, Toledo and Ironton.....	33.48	28.79	d
Erie .....	e	31.10	38.32
Grand Rapids and Indiana.....	32.47	28.66	28.20
Hocking Valley .....	33.32	31.89	f41.41
Indiana Harbor Belt .....	39.39	34.15	e
Kanawha and Michigan .....	32.50	24.97	28.84
Lake Erie and Western.....	24.58	28.54	27.47
Lake Shore and Michigan Southern.....	30.00	29.22	28.29
Lehigh Valley .....	32.90	35.67	26.82
Long Island .....	36.89	46.70	36.20
Maine Central .....	36.22	30.76	26.02
Michigan Central.....	34.17	27.60	29.93
Monongahela .....	36.50	33.38	f
New Jersey and New York.....	e	22.99	27.89
New York Central and Hudson River.....	31.12	33.34	33.49
New York, Chicago and St. Louis.....	33.22	28.29	27.13
New York, New Haven and Hartford.....	34.74	40.21	37.14
New York, Philadelphia and Norfolk.....	29.97	27.57	27.54
New York, Susquehanna and Western.....	e	29.73	35.86
Pennsylvania Lines (East of Pittsburgh).....	38.04	38.22	38.42
Pennsylvania Lines (West of Pittsburgh).....	37.28	33.52	32.03
Philadelphia and Reading .....	36.63	36.48	38.85
Rutland .....	27.25	22.25	28.58
Toledo, Peoria and Western.....	24.43	22.50	25.40
Toledo, St. Louis and Western.....	30.31	32.79	33.70
Vandalia .....	33.18	29.41	g
Western Maryland .....	39.65	38.28	27.08
Wheeling and Lake Erie.....	37.25	47.01	35.18
Wabash Pittsburgh Terminal.....	35.91	23.38	h
West Side Belt .....	15.67	17.84	34.78
Total.....	34.87	34.75	35.37
	j34.95	j35.15	j35.18

a Organized April 9, 1906.

b Organized in 1910—figures for first six months of 1911.

c 1902 figures not available in proper form.

d Organized May, 1905.

e Information not available.

f Began operations August 31, 1903.

g Consolidated December 29, 1904.

h Organized May 7, 1904.

j Total excluding roads not shown in other years.



# RATIO OF LABOR COST OF MAINTENANCE TO TOTAL OPERATING EXPENSES.

By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio .....	27.42	27.69	29.67
Baltimore and Ohio Southwestern { .....			
Boston and Maine .....	19.40	19.56	20.43
Buffalo, Rochester and Pittsburgh.....	31.63	32.23	32.38
Central New England .....	26.31	15.82	30.86
Central Railroad of New Jersey.....	21.98	17.12	16.46
Chicago, Indiana and Southern.....	37.09	65.36	a
Chicago, Terre Haute and Southeastern.....	b29.55	....	....
Cincinnati, Hamilton and Dayton.....	26.36	24.73	17.64
Cincinnati Northern .....	19.59	21.31	c
Cleveland, Cincinnati, Chicago and St. Louis.....	20.31	22.31	20.27
Dayton and Union .....	12.94	13.39	12.70
Delaware and Hudson .....	23.09	24.92	20.59
Delaware, Lackawanna and Western.....	24.95	25.58	24.71
Detroit, Toledo and Ironton.....	20.91	34.48	d
Erie .....	e	24.96	22.31
Grand Rapids and Indiana.....	23.31	21.21	21.69
Hocking Valley .....	27.72	23.84	22.28
Indiana Harbor Belt .....	11.34	10.37	e
Kanawha and Michigan .....	25.09	24.03	25.18
Lake Erie and Western.....	28.74	31.36	30.94
Lake Shore and Michigan Southern.....	32.52	31.68	22.27
Lehigh Valley .....	22.85	27.03	21.33
Long Island .....	15.76	16.70	21.61
Maine Central .....	29.34	24.35	19.31
Michigan Central .....	24.48	18.19	18.33
Monongahela .....	35.47	39.92	f
New Jersey and New York.....	e	10.82	8.84
New York Central and Hudson River.....	29.44	27.39	26.68
New York, Chicago and St. Louis.....	22.79	22.21	19.56
New York, New Haven and Hartford.....	23.43	21.40	17.13
New York, Philadelphia and Norfolk.....	14.08	13.04	10.86
New York, Susquehanna and Western.....	e	24.79	16.04
Pennsylvania Lines (East of Pittsburgh).....	32.48	30.41	25.86
Pennsylvania Lines (West of Pittsburgh).....	28.23	27.85	24.70
Philadelphia and Reading .....	24.98	27.13	25.59
Rutland .....	27.00	23.33	28.34
Toledo, Peoria and Western.....	28.67	23.25	22.97
Toledo, St. Louis and Western.....	25.11	24.94	22.83
Vandalia .....	26.05	24.45	g
Western Maryland .....	19.65	23.21	17.53
Wheeling and Lake Erie.....	35.18	28.47	26.95
Wabash Pittsburgh Terminal .....	41.23	23.27	h
West Side Belt .....	14.56	26.90	30.27
Totals.....	26.96 j26.99	26.08 j26.04	23.45 j23.56

a Organized April, 1906.

b Organized in 1910—figures for first six months of 1911.

c Information not available in proper form.

d Organized April, 1905.

e Information not available.

f Began operations 1903.

g Consolidated December, 1904.

h Organized May, 1904.

j Totals excluding roads not shown in other years.





# RATIO OF LABOR COST OF GENERAL ADMINISTRATION TO TOTAL OPERATING EXPENSES.

By Selected Railroads.

(Per Cent.)

Railroads.	1911	1907	1902.
Baltimore and Ohio	5.14	5.31	1.83
Baltimore and Ohio Southwestern	2.70	2.52	3.11
Boston and Maine	2.73	2.43	2.36
Buffalo, Rochester and Pittsburgh	1.61	1.14	6.16
Central New England	7.03	2.95	3.67
Central Railroad of New Jersey	4.12	5.84	a
Chicago, Indiana and Southern	b7.80	...	...
Chicago, Terre Haute and Southeastern	3.88	4.97	2.61
Cincinnati, Hamilton and Dayton	2.73	2.42	c
Cincinnati Northern	3.39	2.29	3.16
Cleveland, Cincinnati, Chicago and St. Louis	2.87	5.96	4.76
Dayton and Union	3.63	3.06	1.17
Delaware and Hudson	8.60	2.00	2.91
Delaware, Lackawanna and Western	3.77	1.29	d
Detroit, Toledo and Ironton	e	6.60	2.20
Erie	5.18	2.65	2.38
Grand Rapids and Indiana	4.23	2.02	4.71
Hocking Valley	3.16	3.36	e
Indiana Harbor Belt	4.15	1.10	2.07
Kanawha and Michigan	4.32	2.98	5.65
Lake Erie and Western	4.18	3.59	2.75
Lake Shore and Michigan Southern	8.35	2.38	5.42
Lehigh Valley	11.38	3.76	4.51
Long Island	5.24	2.91	2.63
Maine Central	2.94	1.62	1.87
Michigan Central	3.02	1.97	f
Monongahela	e	0.65	e
New Jersey and New York	6.53	2.23	1.84
New York Central and Hudson River	8.61	2.63	3.02
New York, Chicago and St. Louis	3.59	1.94	1.94
New York, New Haven and Hartford	3.83	4.85	4.94
New York, Philadelphia and Norfolk	e	1.70	0.74
New York, Susquehanna and Western	6.56	2.38	5.19
Pennsylvania Lines (East of Pittsburgh)	3.92	1.63	1.63
Pennsylvania Lines (West of Pittsburgh)	6.35	0.57	3.67
Philadelphia and Reading	2.59	5.90	7.29
Rutland	4.80	2.66	2.87
Toledo, Peoria and Western	4.37	2.89	3.02
Toledo, St. Louis and Western	3.33	1.75	g
Vandalia	3.43	2.66	4.68
Western Maryland	3.76	3.54	4.69
Wheeling and Lake Erie	18.26	c	h
Wabash Pittsburgh Terminal	1.48	c	7.06
West Side Belt			
Total	5.35 j5.39	2.84 j2.64	2.99 j3.05

a Organized April, 1906.

b Organized in 1910—figures for the first six months in 1911.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations August, 1903.

g Consolidated December, 1904.

h Organized in May, 1904.

j Total excluding roads not shown in other years.



# RATIO OF TOTAL OPERATING EXPENSES TO TOTAL OPERATING REVENUE.

By Selected Railroad.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio . . . . . }	71.21	66.91	64.67
Baltimore and Ohio Southwestern )			
Boston and Maine . . . . .	78.43	75.30	70.48
Buafflo, Rochester and Pittsburgh . . . . .	67.28	61.38	58.95
Central New England . . . . .	58.99	a120.02	73.45
Central Railroad of New Jersey . . . . .	57.26	54.96	58.43
Chicago, Indiana and Southern . . . . .	78.05	72.17	b
Chicago, Terre Haute and Southeastern . . . . .	c70.61		
Cincinnati, Hamilton and Dayton . . . . .	77.31	77.91	63.27
Cincinnati Northern . . . . .	84.23	85.74	d
Cleveland, Cincinnati and St. Louis . . . . .	77.67	76.28	70.89
Dayton and Union . . . . .	72.62	79.49	82.04
Delaware and Hudson . . . . .	60.60	60.63	55.72
Delaware, Lackawanna and Western . . . . .	60.17	54.26	60.68
Detroit, Toledo and Ironton . . . . .	97.66	73.85	e
Erie . . . . .	64.94	67.17	65.79
Grand Rapids and Indiana . . . . .	80.12	76.97	72.51
Hocking Valley . . . . .	64.14	64.87	58.02
Indiana Harbor Belt . . . . .	82.45	143.63	f
Kanawha and Michigan . . . . .	61.00	75.02	77.73
Lake Erie and Western . . . . .	81.54	72.54	67.63
Lake Shore and Michigan Southern . . . . .	71.66	65.37	68.33
Lehigh Valley . . . . .	62.11	61.20	80.81
Long Island . . . . .	76.83	78.97	69.92
Maine Central . . . . .	72.44	67.85	72.51
Michigan Central . . . . .	75.02	82.68	76.93
Monongahela . . . . .	52.73	62.05	g
New Jersey and New York . . . . .	62.91	94.71	75.24
New York Central and Hudson River . . . . .	73.98	75.83	66.04
New York, Chicago and St. Louis . . . . .	73.22	75.29	76.23
New York, New Haven and Hartford . . . . .	65.80	68.07	71.86
New York, Philadelphia and Norfolk . . . . .	73.76	68.35	73.22
New York, Susquehanna and Western . . . . .	58.46	68.41	57.52
Pennsylvania Lines (East of Pittsburgh) . . . . .	72.15	70.01	64.29
Pennsylvania Lines (West of Pittsburgh) . . . . .	68.28	69.50	67.63
Philadelphia and Reading . . . . .	62.38	60.85	56.56
Rutland . . . . .	72.49	71.34	64.69
Toledo, Peoria and Western . . . . .	80.13	79.42	76.21
Toledo, St. Louis and Western . . . . .	69.04	66.71	72.53
Vandalia . . . . .	77.34	77.19	h
Western Maryland . . . . .	61.66	63.82	58.43
Wheeling and Lake Erie . . . . .	69.76	70.64	72.92
Wabash Pittsburgh Terminal . . . . .	81.27	53.32	i
West Side Belt . . . . .	69.30	50.65	57.63
Total . . . . .	69.89	69.02	66.67
	j69.68	j68.85	

a Deficit.

b Road organized April 9, 1906.

c Road organized in 1910. Figures for first six months of 1911.

d Information not available in proper form

e Company organized in May, 1905.

f No data.

g Began operations August 31, 1903.

h Consolidated December 29, 1904.

i Road organized May 7, 1904.

j Total excluding roads not shown in 1902.





INCREASE OR DECREASE IN RATIO OF OPERATING EXPENSES TO  
OPERATING REVENUE.  
1911 OVER 1902.

By Selected Railroads.

Railroads.	Per Cent.	
	Increase.	Decrease.
Baltimore and Ohio.....}	6.54	....
Baltimore and Ohio Southwestern }		
Boston and Maine.....	7.95	....
Buffalo, Rochester and Pittsburgh.....	8.33	....
Central New England.....	....	14.46
Central Railroad of New Jersey.....	....	1.17
Chicago, Indiana and Southern.....	a	....
Chicago, Terre Haute and Southeastern.....	b	....
Cincinnati, Hamilton and Dayton.....	14.04	....
Cincinnati Northern.....	c	....
Cleveland, Cincinnati, Chicago and St. Louis.....	6.78	....
Dayton and Union.....	....	9.42
Delaware and Hudson.....	4.88	....
Delaware, Lackawanna and Western.....	....	.51
Detroit, Toledo and Ironton.....	d	....
Erie.....	....	.85
Grand Rapids and Indiana.....	7.61	....
Hocking Valley.....	6.12	....
Indiana Harbor Belt.....	e	....
Kanawha and Michigan.....	....	16.73
Lake Erie and Western.....	13.91	....
Lake Shore and Michigan Southern.....	3.33	....
Lehigh Valley.....	....	18.70
Long Island.....	6.91	....
Maine Central.....	....	.07
Michigan Central.....	....	1.91
Monongahela.....	f	....
New Jersey and New York.....	....	12.33
New York Central and Hudson River.....	7.94	....
New York, Chicago and St. Louis.....	....	3.01
New York, New Haven and Hartford.....	....	6.06
New York, Philadelphia and Norfolk.....	.54	....
New York, Susquehanna and Western.....	.94	....
Pennsylvania Lines (East of Pittsburgh).....	7.86	....
Pennsylvania Lines (West of Pittsburgh).....	.65	....
Philadelphia and Reading.....	5.82	....
Rutland.....	7.80	....
Toledo, Peoria and Western.....	3.92	....
Toledo, St. Louis and Western.....	....	3.49
Vandalia.....	g	....
Western Maryland.....	e	....
Wheeling and Lake Erie.....	....	3.16
Wabash Pittsburgh Terminal.....	h	....
West Side Belt.....	11.67	....
Total.....	3.01	....

- a Organized in April, 1906.  
b Organized in 1910.  
c Information not available in proper form.  
d Organized in May, 1905.  
e Information not available.  
f Began operation August, 1903.  
g Consolidated December, 1904.  
h Organized in May, 1904.



# RATIO OF COST OF FIREMEN TO TOTAL OPERATING REVENUE.

## By Selected Railroads.

(Per Cent.)

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio..... }	2.66	2.75	2.49	2.45
Baltimore and Ohio Southwestern }	2.62	2.66	2.26	2.18
Boston and Maine.....	2.50	2.40	2.45	2.48
Buffalo, Rochester and Pittsburgh.....	1.58	1.65	2.08	1.83
Central New England.....	2.00	1.85	1.68	1.98
Central Railroad of New Jersey.....	1.82	1.96	2.60	a
Chicago, Indiana and Southern.....	2.04	b1.90	....	....
Chicago, Terre Haute and Southeastern.....	2.59	2.74	2.23	2.56
Cincinnati, Hamilton and Dayton.....	2.80	2.60	1.96	c
Cincinnati Northern.....	2.38	2.45	2.25	2.08
Cleveland, Cincinnati, Chicago and St. Louis....	2.76	2.77	1.92	1.95
Dayton and Union.....	2.25	2.23	2.33	1.91
Delaware and Hudson.....	2.00	1.96	1.81	2.12
Delaware, Lackawanna and Western.....	3.21	3.52	2.64	d
Detroit, Toledo and Ironton.....	2.31	2.18	2.13	2.09
Erie.....	2.38	2.45	1.92	1.84
Grand Rapids and Indiana.....	2.27	2.48	1.79	3.23
Hocking Valley.....	2.39	2.68	4.99	e
Indiana Harbor Belt.....	2.40	2.34	2.30	2.65
Kanawha and Michigan.....	2.21	2.15	2.05	2.07
Lake Erie and Western.....	2.05	2.29	2.03	1.80
Lake Shore and Michigan Southern.....	2.34	2.21	1.93	2.09
Lehigh Valley.....	1.64	1.77	1.72	1.80
Long Island.....	1.93	2.23	1.94	1.73
Maine Central.....	2.40	2.51	2.07	2.28
Michigan Central.....	1.68	1.78	1.98	f
Monongahela.....	2.23	2.47	2.73	2.53
New Jersey and New York.....	2.38	2.40	2.38	2.14
New York Central and Hudson River.....	2.60	2.62	2.28	2.12
New York, Chicago and St. Louis.....	1.73	1.73	1.86	1.61
New York, New Haven and Hartford.....	1.17	1.12	.87	.78
New York, Philadelphia and Norfolk.....	2.28	2.18	2.09	1.68
New York, Susquehanna and Western.....	2.37	2.33	2.12	1.86
Pennsylvania Lines (East of Pittsburgh).....	2.37	2.37	2.10	1.95
Pennsylvania Lines (West of Pittsburgh).....	2.10	2.07	2.19	2.08
Philadelphia and Reading.....	2.49	2.30	1.89	2.15
Rutland.....	1.73	1.77	1.51	1.86
Toledo, Peoria and Western.....	2.30	2.21	1.89	2.32
Toledo, St. Louis and Western.....	2.45	2.62	2.23	g
Vandalia.....	3.05	2.77	2.60	1.72
Western Maryland.....	2.35	2.59	2.94	2.43
Wheeling and Lake Erie.....	2.87	2.55	1.09	h
Wabash Pittsburgh Terminal.....	1.70	2.11	.85	2.16
West Side Belt.....				
Total.....	2.30	2.31	2.15	2.04
	j2.30	j2.31	j2.14	

a Road organized April 9, 1906.

b Road organized in 1910. Figures for first six months of 1911

c Information not available in proper form.

d Road organized in May, 1905.

e Information not available.

f Began operations August 31, 1903.

g Consolidated December 29, 1904.

h Road organized May 7, 1904.

j Total, excluding roads not shown in 1902.



INCREASE OR DECREASE IN RATIO OF COST OF FIREMEN TO TOTAL  
OPERATING REVENUES IN 1911, AS COMPARED WITH 1902.

By Selected Railroads.

Railroads.	Per Cent.	
	Increase.	Decrease.
Baltimore and Ohio..... }	.30	....
Baltimore and Ohio Southwestern }		
Boston and Maine.....	.48	....
Buffalo, Rochester and Pittsburgh.....	....	.08
Central New England.....	....	.18
Central Railroad of New Jersey.....	....	.13
Chicago, Indiana and Southern.....	a	....
Chicago, Terre Haute and Southeastern.....	b	....
Cincinnati, Hamilton and Dayton.....	.18	....
Cincinnati Northern.....	c	....
Cleveland, Cincinnati and St. Louis.....	.37*	....
Dayton and Union.....	.82	....
Delaware and Hudson.....	.32	....
Delaware, Lackawanna and Western.....	....	.16
Detroit, Toledo and Ironton.....	d	....
Erie.....	.09	....
Grand Rapids and Indiana.....	.61	....
Hocking Valley.....	....	.75
Indiana Harbor Belt.....	e	....
Kanawha and Michigan.....	....	.31
Lake Erie and Western.....	.08	....
Lake Shore and Michigan Southern.....	.49	....
Lehigh Valley.....	.12	....
Long Island.....	....	.03
Maine Central.....	.50	....
Michigan Central.....	.23	....
Monongahela.....	f	....
New Jersey and New York.....	....	.06
New York Central and Hudson River.....	.26	....
New York, Chicago and St. Louis.....	.50	....
New York, New Haven and Hartford.....	.12	....
New York, Philadelphia and Norfolk.....	.34	....
New York, Susquehanna and Western.....	.50	....
Pennsylvania Lines (East of Pittsburgh).....	.47	....
Pennsylvania Lines (West of Pittsburgh).....	.42	....
Philadelphia and Reading.....	....	.01
Rutland.....	.15	....
Toledo, Peoria and Western.....	....	.09
Toledo, St. Louis and Western.....	....	.11
Vandalia.....	g	....
Western Maryland.....	1.05	....
Wheeling and Lake Erie.....	.16	....
Wabash Pittsburgh Terminal.....	h	....
West Side Belt.....	....	.05
Total.....	.27	....

- a Organized in April, 1906.  
b Organized in 1910.  
c Information not available in proper form.  
d Organized in May, 1905.  
e Information not available.  
f Began operation August, 1903.  
g Consolidated December, 1904  
h Organized in May, 1904.





# RATIO OF LABOR COST OF TRANSPORTATION TO TOTAL OPERATING REVENUE.

## By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio..... } Baltimore and Ohio Southwestern. }	24.74	22.52	26.76
Boston and Maine.....	32.87	28.63	27.25
Buffalo, Rochester and Pittsburgh.....	19.62	19.33	19.56
Central New England.....	18.54	23.96	22.18
Central Railroad of New Jersey.....	21.71	22.66	23.70
Chicago, Indiana and Southern.....	18.02	18.90	a
Chicago, Terre Haute and Southeastern.....	b23.21		
Cincinnati, Hamilton and Dayton.....	26.69	21.77	27.32
Cincinnati Northern.....	22.73	17.16	c
Cleveland, Cincinnati, Chicago and St. Louis.....	26.36	25.61	23.69
Dayton and Union.....	18.36	15.33	14.91
Delaware and Hudson.....	20.86	20.73	18.99
Delaware, Lackawanna and Western.....	19.42	21.53	21.79
Detroit, Toledo and Ironton.....	32.70	21.26	d
Erie.....	e	20.89	25.21
Grand Rapids and Indiana.....	26.01	22.06	20.45
Hocking Valley.....	21.37	20.69	24.03
Indiana Harbor Belt.....	32.48	49.05	e
Kanawha and Michigan.....	19.83	18.73	22.42
Lake Erie and Western.....	20.04	20.70	18.58
Lake Shore and Michigan Southern.....	21.50	19.10	19.33
Lehigh Valley.....	20.44	21.83	21.68
Long Island.....	28.34	36.88	25.31
Maine Central.....	26.24	20.87	18.87
Michigan Central.....	25.64	22.81	23.02
Monongahela.....	19.25	20.72	f
New Jersey and New York.....	e	21.77	20.98
New York Central and Hudson River.....	23.02	25.28	22.11
New York, Chicago and St. Louis.....	24.33	21.30	20.68
New York, New Haven and Hartford.....	22.86	27.37	26.68
New York, Philadelphia and Norfolk.....	22.11	18.86	20.16
New York, Susquehanna and Western.....	e	20.34	20.63
Pennsylvania Lines (East of Pittsburgh).....	27.44	26.76	24.70
Pennsylvania Lines (West of Pittsburgh).....	25.46	23.30	21.66
Philadelphia and Reading.....	22.85	22.20	21.97
Rutland.....	19.75	15.87	18.49
Toledo, Peoria and Western.....	19.58	17.87	19.36
Toledo, St. Louis and Western.....	20.93	21.87	24.45
Vandalia.....	25.66	22.70	g
Western Maryland.....	24.45	24.43	15.83
Wheeling and Lake Erie.....	25.99	33.21	25.65
Wabash Pittsburgh Terminal.....	29.19	12.47	h
West Side Belt.....	10.86	9.03	20.04
Total.....	24.48 j24.46	23.98 j24.23	23.58 j23.48

a Organized April, 1906.

b Organized in 1910. Figures for the first six months of 1911.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations August, 1903.

g Consolidated December 29, 1904.

h Road organized May, 1904.

j Total, excluding roads not shown in other years.



# RATIO OF TOTAL TRANSPORTATION EXPENSES TO TOTAL OPERATING REVENUE.

## By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio Southwestern. )			
Baltimore and Ohio..... )	37.23	36.03	36.77
Boston and Maine.....	47.37	50.65	45.15
Buffalo, Rochester and Pittsburgh.....	32.11	35.89	34.45
Central New England.....	29.19	46.31	36.42
Central Railroad of New Jersey.....	28.64	32.46	33.32
Chicago, Indiana and Southern.....	38.27	40.10	a
Chicago, Terre Haute and Southeastern.....	b32.68	....	....
Cincinnati, Hamilton and Dayton.....	45.36	46.13	40.76
Cincinnati Northern.....	38.53	42.62	c...
Cleveland, Cincinnati, Chicago and St. Louis.....	42.34	45.50	39.72
Dayton and Ohio.....	41.44	52.87	50.84
Delaware and Hudson.....	34.81	38.75	34.24
Delaware, Lackawanna and Western.....	29.90	29.15	32.26
Detroit, Toledo and Ironton.....	53.76	37.81	d
Erie.....	33.11	39.27	39.58
Grand Rapids and Indiana.....	43.94	42.00	38.25
Hocking Valley.....	32.35	29.72	28.80
Indiana Harbor Belt.....	51.56	116.78	e
Kanawha and Michigan.....	27.87	32.49	41.06
Lake Erie and Western.....	39.59	42.50	35.98
Lake Shore and Michigan Southern.....	35.31	36.57	33.34
Lehigh Valley.....	31.79	33.44	37.50
Long Island.....	46.88	53.75	46.38
Maine Central.....	37.82	36.14	34.75
Michigan Central.....	42.01	47.32	41.96
Monongahela.....	22.74	34.63	f
New Jersey and New York.....	43.30	67.02	50.09
New York Central and Hudson River.....	38.04	44.10	38.39
New York, Chicago and St. Louis.....	42.05	45.09	47.33
New York, New Haven and Hartford.....	39.46	45.48	43.26
New York, Philadelphia and Norfolk.....	38.99	39.33	40.67
New York, Susquehanna and Western.....	36.38	41.09	34.40
Pennsylvania Lines (East of Pittsburgh).....	36.81	37.81	35.02
Pennsylvania Lines (West of Pittsburgh).....	35.44	37.05	34.54
Philadelphia and Reading.....	31.96	32.23	32.10
Rutland.....	39.29	38.90	40.59
Toledo, Peoria and Western.....	37.69	36.67	38.55
Toledo, St. Louis and Western.....	36.14	38.33	42.04
Vandalia.....	40.06	42.61	g
Western Maryland.....	34.12	37.31	38.11
Wheeling and Lake Erie.....	35.38	40.51	39.58
Wabash Pittsburgh Terminal.....	40.35	34.95	h
West Side Belt.....	20.19	27.41	25.96
Total.....	36.97	39.44	37.43
	j36.88	j39.35	

a Organized in April, 1906.

b Organized 1910. Figures for first six months of 1911.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operation in 1903.

g Consolidated December, 1904.

h Organized in 1904.

j Total, excluding figures for roads not shown in 1902





# RATIO OF LABOR COST OF OPERATION TO TOTAL OPERATING REVENUE.

By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio .....	47.92	44.60	47.13
Baltimore and Ohio Southwestern } .....			
Boston and Maine .....	50.21	45.25	43.84
Buffalo, Rochester and Pittsburgh.....	42.74	41.12	40.04
Central New England .....	35.01	44.31	49.37
Central Railroad of New Jersey.....	38.32	33.69	35.46
Chicago, Indiana and Southern.....	50.18	70.29	a
Chicago, Terre Haute and Southeastern.....	b49.58	.....	.....
Cincinnati, Hamilton and Dayton.....	50.07	44.90	40.13
Cincinnati Northern .....	41.53	37.51	c
Cleveland, Cincinnati, Chicago and St. Louis.....	44.77	44.37	40.30
Dayton and Union .....	29.84	30.71	29.24
Delaware and Hudson .....	37.05	37.69	31.12
Delaware, Lackawanna and Western.....	39.61	36.50	38.55
Detroit, Toledo and Ironton.....	56.80	47.68	d
Erie .....	44.38	42.08	41.34
Grand Rapids and Indiana.....	48.84	40.44	38.16
Hocking Valley .....	41.86	37.46	39.69
Indiana Harbor Belt.....	e	e	e
Kanawha and Michigan .....	37.66	37.58	43.60
Lake Erie and Western.....	47.00	45.61	43.32
Lake Shore and Michigan Southern.....	47.80	42.15	36.42
Lehigh Valley .....	39.81	39.96	41.68
Long Island .....	49.20	53.04	43.57
Maine Central .....	51.29	39.37	34.78
Michigan Central .....	46.20	39.19	38.56
Monongahela .....	39.54	46.71	f
New Jersey and New York.....	e	32.64	27.63
New York Central and Hudson River.....	49.64	47.75	40.95
New York, Chicago and St. Louis.....	47.32	40.00	37.89
New York, New Haven and Hartford.....	40.64	43.26	40.39
New York, Philadelphia and Norfolk.....	35.32	31.10	31.74
New York, Susquehanna and Western.....	e	38.46	30.28
Pennsylvania Lines (East of Pittsburgh).....	55.61	49.71	44.66
Pennsylvania Lines (West of Pittsburgh).....	47.40	43.80	39.47
Philadelphia and Reading .....	42.40	39.05	38.52
Rutland .....	41.20	36.72	41.53
Toledo, Peoria and Western.....	46.39	38.45	39.05
Toledo, St. Louis and Western.....	41.28	40.43	43.20
Vandalia .....	48.39	42.92	g
Western Maryland .....	38.68	40.94	28.81
Wheeling and Lake Erie.....	53.15	55.83	48.72
Wabash Pittsburgh Terminal .....	77.53	24.88	h
West Side Belt .....	21.98	22.66	41.56
Total.....	47.02 j46.97	43.92 j43.90	41.21 j41.25

a Organized April 9, 1906.

b Organized in 1910—figures for first six months of 1911.

c Information not available in proper form.

d Organized in 1905.

e Information not available.

f Began operations August 31, 1903.

g Consolidated December 29, 1904.

h Organized May, 1904.

j Total excluding roads not shown in other years.



RATIO OF TOTAL MAINTENANCE EXPENSE TO TOTAL OPERATING  
REVENUE.

By Selected Railroads.

(Per Cent.)

Railroads.	1911	1907	1902
Baltimore and Ohio	29.68	28.73	25.38
Baltimore and Ohio Southwestern }			
Boston and Maine	27.48	22.40	23.02
Buffalo, Rochester, and Pittsburgh	31.93	24.52	22.22
Central New England	27.41	71.68	31.23
Central Railroad of New Jersey	25.13	20.47	22.47
Chicago, Indiana, and Southern	34.15	28.10	<i>a</i>
Chicago, Terre Haute, and Southeastern	<i>b</i> 30.29		
Cincinnati, Hamilton and Dayton	26.51	29.14	19.94
Cincinnati Northern	39.68	40.89	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis	29.88	28.45	28.47
Dayton and Union	24.59	10.75	24.56
Delaware and Hudson	22.10	20.02	20.28
Delaware, Lackawanna and Western	26.17	23.44	26.69
Detroit, Toledo and Ironton	38.17	34.34	<i>d</i>
Erie	27.42	25.81	23.64
Grand Rapids and Indiana	29.84	31.88	31.55
Hocking Valley	27.38	33.28	26.88
Indiana Harbor Belt	26.64	21.73	<i>e</i>
Kanawha and Michigan	29.59	41.12	34.45
Lake Erie and Western	36.03	27.31	29.00
Lake Shore and Michigan Southern	32.01	27.04	33.64
Lehigh Valley	52.53	26.01	40.28
Long Island	24.98	22.33	21.15
Maine Central	30.35	28.50	35.14
Michigan Central	28.16	33.31	33.09
Monongahela	27.78	52.85	<i>f</i>
New Jersey and New York	16.36	26.12	24.29
New York Central and Hudson River	30.95	29.19	25.20
New York, Chicago, and St. Louis	24.10	28.69	27.41
New York, New Haven and Hartford	21.55	19.99	26.62
New York, Philadelphia and Norfolk	29.24	25.23	29.67
New York, Susquehanna and Western	19.64	25.65	21.96
Pennsylvania Lines (East of Pittsburgh)	31.22	29.68	27.06
Pennsylvania Lines (West of Pittsburgh)	28.98	30.78	31.25
Philadelphia and Reading	27.42	26.87	22.33
Rutland	28.26	29.50	20.43
Toledo, Peoria, and Western	37.26	40.11	34.93
Toledo, St. Louis, and Western	27.14	25.30	26.71
Vandalia	31.94	32.65	<i>g</i>
Western Maryland	23.80	23.82	17.52
Wheeling and Lake Erie	30.52	27.66	30.34
Wabash Pittsburgh Terminal	28.24	14.47	<i>h</i>
West Side Belt	37.45	17.55	25.11
Total	28.54	27.35	26.98
	<i>j</i> 28.45	<i>j</i> 27.28	

*a* Organized in April 1906.

*b* Organized in 1910; figures for first 6 months of 1911.

*c* Information not available in proper form.

*d* Organized in May, 1905.

*e* Information not available.

*f* Began operations Aug. 31, 1903.

*g* Consolidated in Dec. 1904.

*h* Organized May 1904.

*j* Total excluding roads not shown in 1902.



# RATIO OF LABOR COST OF MAINTENANCE TO TOTAL OPERATING REVENUE.

## By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio..... )			
Baltimore and Ohio Southwestern (.....	19.53	18.53	19.19
Boston and Maine.....	15.21	14.73	14.40
Buffalo, Rochester and Pittsburgh.....	21.28	20.26	19.09
Central New England.....	15.53	18.98	22.67
Central Railroad of New Jersey.....	12.59	9.41	9.62
Chicago, Indiana and Southern.....	28.94	47.17	a
Chicago, Terre Haute and Southeastern.....	b20.86	....	....
Cincinnati, Hamilton and Dayton.....	20.38	19.27	11.16
Cincinnati Northern.....	16.50	18.27	c
Cleveland, Cincinnati, Chicago and St. Louis.....	15.78	17.02	14.37
Dayton and Union.....	9.40	10.64	10.42
Delaware and Hudson.....	13.99	15.11	11.47
Delaware, Lackawanna and Western.....	15.01	13.88	14.99
Detroit, Toledo and Ironton.....	20.42	25.46	d
Erie.....	e	16.76	14.68
Grand Rapids and Indiana.....	18.67	16.33	15.73
Hocking Valley.....	17.77	15.46	12.93
Indiana Harbor Belt.....	9.35	14.89	e
Kanawha and Michigan.....	15.30	18.02	19.58
Lake Erie and Western.....	23.44	22.75	20.92
Lake Shore and Michigan Southern.....	23.31	20.71	15.21
Lehigh Valley.....	14.19	16.54	17.24
Long Island.....	12.11	13.19	15.11
Maine Central.....	21.25	16.52	14.00
Michigan Central.....	18.36	15.04	14.10
Monongahela.....	18.70	24.77	f
New Jersey and New York.....	e	10.25	6.65
New York Central and Hudson River.....	21.78	20.77	17.62
New York, Chicago and St. Louis.....	16.69	16.72	14.91
New York, New Haven and Hartford.....	15.42	14.57	12.31
New York, Philadelphia and Norfolk.....	10.39	8.92	7.96
New York, Susquehanna and Western.....	e	16.96	9.23
Pennsylvania Lines (East of Pittsburgh).....	23.43	21.29	16.63
Pennsylvania Lines (West of Pittsburgh).....	19.27	19.36	16.71
Philadelphia and Reading.....	15.59	16.51	14.47
Rutland.....	19.57	16.64	18.33
Toledo, Peoria and Western.....	22.97	18.47	17.50
Toledo, St. Louis and Western.....	17.34	16.63	16.56
Vandalia.....	20.15	18.87	g
Western Maryland.....	12.12	14.81	10.24
Wheeling and Lake Erie.....	24.55	20.11	19.65
Wabash Pittsburgh Terminal.....	33.51	12.41	h
West Side Belt.....	10.09	13.63.	17.45
Total.....	18.93	18.00	15.64
	j18.89	j17.95	j15.73

a Organized in April, 1906.

b Organized in 1910. Figures for the first six months in 1911.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations August, 1903.

g Consolidated December, 1904.

h Organized in May, 1904.

j Total, excluding roads not shown in other years.





# RATIO OF REPAIRS AND RENEWALS OF LOCOMOTIVES TO TOTAL OPERATING REVENUE.

By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio .....	7.40	5.63	5.21
Baltimore and Ohio Southwestern} .....			
Boston and Maine .....	5.59	a 4.17	3.61
Buffalo, Rochester and Pittsburgh.....	6.58	5.96	6.30
Central New England .....	....	....	....
Central Railroad of New Jersey.....	....	....	....
Chicago, Indiana and Southern.....	....	....	....
Chicago, Terre Haute and Southeastern.....	....	....	....
Cincinnati, Hamilton and Dayton.....	....	....	....
Cincinnati Northern .....	6.84	8.40	b
Cleveland, Cincinnati, Chicago and St. Louis.....	7.02	6.09	6.78
Dayton and Union .....	....	....	....
Delaware and Hudson .....	6.85	4.69	3.11
Delaware, Lackawanna and Western.....	5.29	3.07	3.93
Detroit, Toledo and Ironton.....	....	....	....
Erie .....	6.73	5.78	6.94
Grand Rapids and Indiana.....	....	....	....
Hocking Valley .....	....	....	....
Indiana Harbor Belt .....	....	....	....
Kanawha and Michigan .....	....	....	....
Lake Erie and Western .....	....	....	....
Lake Shore and Michigan Southern.....	5.13	3.83	7.00
Lehigh Valley .....	5.88	7.76	8.69
Long Island .....	3.50	4.93	3.69
Maine Central .....	....	....	....
Michigan Central .....	5.20	6.78	6.50
Monongahela .....	5.51	2.80	c
New Jersey and New York.....	....	....	....
New York Central and Hudson River.....	6.02	6.20	5.09
New York, Chicago and St. Louis.....	....	....	....
New York, New Haven and Hartford.....	3.98	4.07	4.00
New York, Philadelphia and Norfolk.....	....	....	....
New York, Susquehanna and Western.....	....	....	....
Pennsylvania Lines (East of Pittsburgh).....	7.25	5.99	4.48
Pennsylvania Lines (West of Pittsburgh).....	6.21	5.88	5.26
Philadelphia and Reading .....	6.45	7.63	5.04
Rutland .....	....	....	....
Toledo, Peoria and Western.....	....	....	....
Toledo, St. Louis and Western.....	6.94	5.94	5.74
Vandalia .....	....	....	....
Western Maryland .....	5.28	4.96	4.11
Wheeling and Lake Erie .....	8.90	6.46	7.10
Wabash Pittsburgh Terminal.....	7.54	1.96	d
West Side Belt .....	....	....	....

a Including electric locomotives.

b 1902 figures not available in proper form.

c Began operations August 31, 1903.

d Organized May 7, 1904.



RATIO OF REPAIRS AND RENEWALS OF FREIGHT TRAIN CARS TO  
TOTAL OPERATING REVENUE

By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio .....	8.01	7.96	5.29
Baltimore and Ohio Southwestern } .....			
Boston and Maine .....	5.25	2.65	3.26
Buffalo, Rochester and Pittsburgh.....	10.94	6.95	5.38
Central New England .....	....	....	....
Central Railroad of New Jersey.....	....	....	....
Chicago, Indiana and Southern.....	....	....	....
Chicago, Terre Haute and Southeastern.....	....	....	....
Cincinnati, Hamilton and Dayton.....	....	....	....
Cincinnati Northern .....	10.97	10.77	a
Cleveland, Cincinnati, Chicago and St. Louis.....	8.01	6.35	4.59
Dayton and Union .....	....	....	....
Delaware and Hudson .....	5.80	4.49	3.79
Delaware, Lackawanna and Western.....	6.82	3.71	5.03
Detroit, Toledo and Ironton.....	....	....	....
Erie .....	7.25	6.58	4.00
Grand Rapids and Indiana.....	....	....	....
Hocking Valley .....	....	....	....
Indiana Harbor Belt .....	....	....	....
Kanawha and Michigan .....	....	....	....
Lake Erie and Western .....	....	....	....
Lake Shore and Michigan Southern.....	7.54	6.85	9.13
Lehigh Valley .....	8.37	7.18	8.96
Long Island .....	1.88	1.51	1.38
Maine Central .....	....	....	....
Michigan Central .....	7.39	7.09	5.14
Monongahela .....	1.75	3.30	b
New Jersey and New York.....	....	....	....
New York Central and Hudson River.....	7.80	6.21	3.73
New York, Chicago and St. Louis.....	....	....	....
New York, New Haven and Hartford.....	3.37	2.24	3.64
New York, Philadelphia and Norfolk.....	....	....	....
New York, Susquehanna and Western.....	....	....	....
Pennsylvania Lines (East of Pittsburgh).....	7.83	8.31	6.82
Pennsylvania Lines (West of Pittsburgh).....	8.64	8.40	7.37
Philadelphia and Reading .....	9.29	6.72	4.96
Rutland .....	....	....	....
Toledo, Peoria and Western.....	....	....	....
Toledo, St. Louis and Western.....	6.21	3.22	4.69
Vandalia .....	....	....	....
Western Maryland .....	5.22	6.04	2.59
Wheeling and Lake Erie.....	7.78	7.55	5.68
Wabash Pittsburgh Terminal .....	6.00	3.29	c
West Side Belt .....	....	....	....

a 1902 figures not available in proper form.

b Began operations in August, 1903.

c Organized in 1904.





# RATIO OF LABOR COST OF GENERAL ADMINISTRATION TO TOTAL OPERATING REVENUE.

By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1907.	1902.
Baltimore and Ohio .....			
Baltimore and Ohio Southwestern } .....	3.66	3.55	1.18
Boston and Maine .....	2.12	1.90	2.19
Buffalo, Rochester and Pittsburgh.....	1.83	1.53	1.39
Central New England .....	.95	1.37	4.52
Central Railroad of New Jersey.....	4.02	1.62	2.15
Chicago, Indiana and Southern.....	3.21	4.22	a
Chicago, Terre Haute and Southeastern.....	b5.51	....	....
Cincinnati, Hamilton and Dayton.....	3.00	3.87	1.65
Cincinnati Northern .....	2.30	2.08	c
Cleveland, Cincinnati, Chicago and St. Louis.....	2.63	1.75	2.24
Dayton and Union .....	2.09	4.74	3.91
Delaware and Hudson .....	2.20	1.86	.65
Delaware, Lackawanna and Western.....	5.17	1.08	1.77
Detroit, Toledo and Ironton .....	3.68	.95	d
Erie .....	e	4.43	1.45
Grand Rapids and Indiana.....	4.15	2.05	1.72
Hocking Valley .....	2.71	1.31	2.73
Indiana Harbor Belt .....	2.60	4.83	e
Kanawha and Michigan .....	2.53	.83	1.61
Lake Erie and Western.....	3.52	2.16	3.82
Lake Shore and Michigan Southern.....	2.99	2.35	1.88
Lehigh Valley .....	5.18	1.58	2.77
Long Island .....	8.74	2.97	3.15
Maine Central .....	3.80	1.98	1.91
Michigan Central .....	2.20	1.34	1.44
Monongahela .....	1.59	1.22	f
New Jersey and New York.....	e	.62	e
New York Central and Hudson River.....	4.83	1.69	1.21
New York, Chicago and St. Louis.....	6.30	1.98	2.30
New York, New Haven and Hartford.....	2.36	1.32	1.39
New York, Philadelphia and Norfolk.....	2.83	3.32	3.62
New York, Susquehanna and Western.....	e	1.16	.43
Pennsylvania Lines (East of Pittsburgh).....	4.73	1.67	3.34
Pennsylvania Lines (West of Pittsburgh).....	2.68	1.13	1.10
Philadelphia and Reading .....	3.96	1.76	2.07
Rutland .....	1.88	4.21	4.72
Toledo, Peoria and Western.....	3.84	2.12	2.19
Toledo, St. Louis and Western.....	3.02	1.92	2.19
Vandalia .....	2.58	1.35	g
Western Maryland .....	2.12	1.70	2.73
Wheeling and Lake Erie.....	2.62	2.50	3.42
Wabash Pittsburgh Terminal .....	14.84	e	h
West Side Belt .....	1.03	e	4.07
Total.....	3.75 j3.77	2.03 j1.89	1.99 j2.04

a Organized in April, 1906.

b Organized in 1910—figures for first six months of 1911.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operation August, 1903.

g Consolidated December, 1904.

h Organized in May, 1904.

j Total excluding roads not shown in other years.



# RATIO OF TOTAL DEPRECIATION CHARGES TO TOTAL OPERATING REVENUE.

By Selected Railroads.

(Per Cent.)

Railroads.	1911.	1910.	1909.	1908.
Baltimore and Ohio .....	2.59	2.17	1.56	2.11
Baltimore and Ohio Southwestern } .....				
Boston and Maine .....	2.45	1.83	2.29	2.02
Buffalo, Rochester and Pittsburgh.....	3.79	3.79	3.23	5.39
Central New England .....	....	....	....	....
Central Railroad of New Jersey.....	....	....	....	....
Chicago, Indiana and Southern.....	....	....	....	....
Chicago, Terre Haute and Southeastern.....	....	....	....	....
Cincinnati, Hamilton and Dayton.....	....	....	....	....
Cincinnati Northern .....	....	....	....	....
Cleveland, Cincinnati, Chicago and St. Louis....	....	....	....	....
Dayton and Union .....	....	....	....	....
Delaware and Hudson .....	....	....	....	....
Delaware, Lackawanna and Western.....	3.51	3.45	3.53	3.50
Detroit, Toledo and Ironton.....	....	....	....	....
Erie .....	1.33	1.96	2.20	2.10
Grand Rapids and Indiana.....	....	....	....	....
Hocking Valley .....	....	....	....	....
Indiana Harbor Belt .....	....	....	....	....
Kanawha and Michigan .....	....	....	....	....
Lake Erie and Western.....	....	....	....	....
Lake Shore and Michigan Southern.....	....	....	....	....
Lehigh Valley .....	2.85	2.78	2.99	2.60
Long Island .....	2.30	2.09	1.22	.87
Maine Central .....	....	....	....	....
Michigan Central .....	....	....	....	....
Monongahela .....	.80	.51	.68	.68
New Jersey and New York.....	....	....	....	....
New York Central and Hudson River.....	....	....	....	....
New York, Chicago and St. Louis.....	....	....	....	....
New York, New Haven and Hartford.....	1.42	1.14	1.21	1.62
New York, Philadelphia and Norfolk.....	....	....	....	....
New York, Susquehanna and Western.....	....	....	....	....
Pennsylvania Lines (East of Pittsburgh).....	2.85	3.89	4.32	2.90
Pennsylvania Lines (West of Pittsburgh).....	2.02	2.58	1.65	2.61
Philadelphia and Reading .....	....	....	....	....
Rutland .....	....	....	....	....
Toledo, Peoria and Western.....	....	....	....	....
Toledo, St. Louis and Western.....	.70	.71	.97	1.70
Vandalia .....	....	....	....	....
Western Maryland.....	1.18	a2.02	2.33	3.02
Wheeling and Lake Erie .....	2.03	2.00	2.47	2.56
Wabash Pittsburgh Terminal .....	....	....	....	....
West Side Belt .....	....	....	....	....

a For six months ending December 31, 1909. Not given for six months ending June 30, 1910.



# INTEREST ON FUNDED DEBT PER REVENUE TRAIN MILE.

By Selected Railroads.

Railroads.	1912.	1908.	1907.	1902.
Baltimore and Ohio	\$0.34	\$0.2506	\$0.2312	\$0.26
Baltimore and Ohio Southwestern }				
Boston and Maine	.08	.0552	.0567	.07
Buffalo, Rochester and Pittsburgh.....	.31	.3137	.2255	.22
Central New England .....	.39	.1034	.0706	.06
Central Railroad of New Jersey.....	.25	.2936	.3044	.36
Chicago, Indiana and Southern.....	.57	.4615	.0266	a
Chicago, Terre Haute and Southeastern.....	.24	b	b	b
Cincinnati, Hamilton and Dayton.....	.39	.3469	.3271	.18
Cincinnati Northern .....	.05	.0653	.0718	c
Cleveland, Cincinnati, Chicago and St. Louis....	.25	.2277	.2093	.22
Dayton and Union .....	...	.0900	.0767	.07
Delaware and Hudson .....	.31	.1749	.1270	..
Delaware, Lackawanna and Western.....	.0005	.0028	.0163	.02
Detroit, Toledo and Ironton.....	.50	.6342	.6728	d
Erie . . . . .	.45	.4928	.4825	.44
Grand Rapids and Indiana.....	.15	.1502	.1327	.15
Hocking Valley .....	.44	.4458	.3853	.44
Indiana Harbor Belt .....	...	.....	.....	e
Kanawha and Michigan .....	.18	.....	.1680	.15
Lake Erie and Western.....	.17	.2170	.1888	.19
Lake Shore and Michigan Southern.....	.35	.3521	.3046	.16
Lehigh Valley .....	.24	.2753	.2715	.22
Long Island .....	.39	.4359	.3625	.25
Maine Central .....	.17	.1464	.1554	.19
Michigan Central .....	.13	.1215	.0794	.10
Monongahela . . . . .	.20	.2353	.1949	f
New Jersey and New York.....	.12	.1456	.1358	.14
New York Central and Hudson River.....	.24	.2058	.1794	.19
New York, Chicago and St. Louis.....	.18	.1577	.1428	.16
New York, New Haven and Hartford.....	.38	.3508	.1916	.01
New York, Philadelphia and Norfolk.....	.17	.1938	.1920	.29
New York, Susquehanna and Western.....	.54	.4968	.5119	.58
Pennsylvania Lines (East of Pittsburgh).....	.17	.2025	.1563	.14
Pennsylvania Lines (West of Pittsburgh).....	.22	.3054	.3665	.13
Philadelphia and Reading .....	.12	.2162	.1901	.20
Rutland . . . . .	.21	.2586	.2595	.28
Toledo, Peoria and Western.....	.25	.2696	.2711	.27
Toledo, St. Louis and Western.....	.44	.4225	.2731	.27
Vandalia . . . . .	.15	.1102	.1153	g
Western Maryland.....	.64	.8189	.0787	.15
Wheeling and Lake Erie.....	.27	.4771	.4412	.29
Wabash Pittsburgh Terminal .....	...	3.5359	3.0383	h
West Side Belt .....	.26	.2840	.2502	.84
Total.....	\$0.2499	\$0.2490	\$0.2196	\$0.1783
	j 2496			

a Organized in April, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations August, 1903.

g Consolidated in December, 1904.

h Organized in May, 1904.

j Total, excluding roads not shown in 1902.





# NET CORPORATE INCOME PER REVENUE TRAIN MILE.

By Selected Railroads.

Railroads.	1912.	1908.	1907.	1902.
Baltimore and Ohio				
Baltimore and Ohio Southwestern } .....	\$0.3633	\$0.2721	\$0.3827	\$0.2428
Boston and Maine .....	.0604	.0352	.1186	.0836
Buffalo, Rochester and Pittsburgh.....	.4481	.2945	.3939	.3379
Central New England .....	.6454	.0021	— .5746	— .0040
Central Railroad of New Jersey.....	.6745	.6430	.4223	.3426
Chicago, Indiana and Southern.....	— .1394	— .0203	.2029	a
Chicago, Terre Haute and Southeastern.....	.1466	b	b	b
Cincinnati, Hamilton and Dayton.....	— .1324	— .3472	— .1669	.1920
Cincinnati Northern .....	— .0371	.1795	.0956	c
Cleveland, Cincinnati, Chicago and St. Louis...	.1150	.0762	.1563	.1460
Dayton and Union.....	.0053	— .0639	.1049	.0920
Delaware and Hudson.....	.6123	.5699	.5434	.2814
Delaware, Lackawanna and Western.....	.7940	.6978	1.0397	.3467
Detroit, Toledo and Ironton.....	— .7043	— .4366	— .2964	d
Erie .....	.1608	— .0849	.2932	.2185
Grand Rapids and Indiana.....	.0510	.0874	.1112	.0977
Hocking Valley.....	.7555	.5757	.5144	.6612
Indiana Harbor Belt.....	e	e	e	e
Kanawha and Michigan.....	.6731	e	.2332	.0560
Lake Erie and Western.....	.0343	— .0844	.1559	.1273
Lake Shore and Michigan Southern.....	.7980	.6208	.6566	.3706
Lehigh Valley.....	.4877	.5404	.6003	— .1004
Long Island.....	— .0666	— .1511	— .0590	e
Maine Central.....	.1027	.1427	.3102	.0703
Michigan Central.....	.1946	.2217	.0866	.0828
Monogahela. . . . .	1.9612	.9852	.8742	f
New Jersey and New York.....	.0768	— .1798	— .0929	.0544
New York Central and Hudson River.....	.2933	.2164	.2114	.1679
New York, Chicago and St. Louis.....	.2629	.2835	.1629	.0900
New York, New Haven and Hartford.....	.5495	.2508	.4018	.1921
New York, Philadelphia and Norfolk.....	.6581	.7437	.9255	.2755
New York, Susquehanna and Western.....	.1423	— .0634	.0025	.1822
Pennsylvania Lines (East of Pittsburgh).....	.6423	.4359	.3518	.2297
Pennsylvania Lines (West of Pittsburgh).....	.4050	.4138	.3523	.1834
Philadelphia and Reading.....	.5034	.4706	.4509	.2000
Rutland .....	.1512	.0479	.0901	.1188
Toledo, Peoria and Western.....	.0029	— .0467	.0022	.0084
Toledo, St. Louis and Western.....	— .0153	.1834	.2780	.0248
Vandalia .....	.0630	.1467	.1359	g
Western Maryland.....	.2070	— .1236	.0039	.1520
Wheeling and Lake Erie.....	.2702	— .1141	.0786	.0271
Wabash Pittsburgh Terminal.....	.2874	— 2.7307	1.5838	h
West Side Belt.....	.8474	— 1.2299	.6929	.0351
Total.....	\$0.3904	\$0.2847	\$0.3299	\$0.2353
	j 4026			

a Organized in April, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operation, August, 1903.

g Consolidated, December, 1904.

h Organized in May, 1904.

— Indicates decrease.

j Total, excluding roads not shown in 1912.



AMOUNT OF DIVIDENDS PER REVENUE TRAIN MILE.  
By Selected Railroads.

Railroads.	1912.	1908.	1907.	1902.
Baltimore and Ohio				
Baltimore and Ohio Southwestern } .....	\$0.30	\$0.3006	\$0.2835	\$0.18
Boston and Maine.....	.08	.0973	.0900	.09
Bpffalo, Rochester and Pittsburgh.....	.22	.2516	.2720	.18
Central New England.....	.37	.2755	.2551	.31
Central Railroad of New Jersey.....	.37	.2755	.2551	.31
Chicago, Indiana and Southern.....	...	...	...	a
Chicago, Terre Haute and Southeastern.....	...	b	b	b
Cincinnati, Hamilton and Dayton.....	.05	...	...	.11
Cincinnati Northern.....	.03	.0713	.1623	c
Cleveland, Cincinnati, Chicago and St. Louis	...	...	...	.14
Dayton and Union.....	...	.4472	.4001	...
Delaware and Hudson.....	1.37	.4067	.4039	.17
Delaware, Lackawanna and Western.....	...	...	...	d
Detroit, Toledo and Northern.....	...	...	.1290	.08
Erie.....	...	.0623	.0563	.06
Grand Rapids and Indiana.....	.32	.4388	.3877	.41
Hocking Valley.....	.33	...	...	e
Indiana Harbor Belt.....	...	.4058	.1219	.16
Kanawha and Michigan.....	.48	.4161	.3476	.28
Lake Erie and Western.....	1.14	.1782	.1504	...
Lake Shore and Michigan Southern.....	...	...	...	...
Lehigh Valley.....	.09	.0943	.0876	.09
Long Island.....	.08	.1172	.0885	.06
Maine Central.....	.37	.2070	...	f
Michigan Central.....	.23	.2161	.2067	.14
Monongahela.....	.19	.1392	.1194	.11
New Jersey and New York.....	.59	.3603	.3098	.20
New York Central and Hudson River.....	.36	.4038	.3666	.15
New York, Chicago and St. Louis.....	...	...	...	...
New York, New Haven and Hartford.....	.47	.3555	.3518	.29
New York, Philadelphia and Norfolk.....	.25	.2130	.1733	.04
New York, Susquehanna and Western.....	.39	.3873	.3428	...
Pennsylvania Lines (East of Pittsburgh)....	...	.0741	.0711	.15
Pennsylvania Lines (West of Pittsburgh)...	...	...	...	...
Philadelphia and Reading.....	.09	.1747	.0862	...
Rutland.....	.05	.1313	.1130	g
Toledo, Peoria and Western.....	.13	...	...	...
Toledo, St. Louis and Western.....	...	...	...	...
Vandalia.....	...	...	...	h
Western Maryland.....	...	...	...	...
Wheeling and Lake Erie.....	...	...	...	...
Wabash Pittsburgh Terminal.....	...	...	...	...
West Side Belt.....	...	...	...	...
Total.....	\$0.3292 j. 3374	\$0.2379	\$0.2299	\$0.1456

- a Organized in April, 1906.  
b Organized in 19010.  
c Information not available in proper form.  
d Organized in May, 1905.  
e Information not available.  
f Began operations, August, 1903.  
g Consolidated in December, 1904.  
h Organized in May, 1904.  
j Total, excluding roads not shown in 1902.





# ADDITIONS AND BETTERMENTS PER REVENUE TRAIN MILE.

## By Selected Railroads.

Railroads.	1912.	1908.	1907.	1902.
Baltimore and Ohio				
Baltimore and Ohio Southwestern } .....	\$0	\$0.0069	\$0.5289	\$0.0920
Boston and Maine.....	....	.0038	.0225	....
Buffalo, Rochester and Pittsburgh.....	.0949	....	.0563	.3082
Central New England.....	....	....	....	....
Central Railroad of New Jersey.....	.2245	.2510	.4082	....
Chicago, Indiana and Southern.....	...	....	....	a
Chicago, Terre Haute and Southeastern.....	...	b	b	b
Cincinnati, Hamilton and Dayton.....	...	....	....	...
Cincinnati Northern.....	...	.0481	....	c
Cleveland, Cincinnati, Chicago and St. Louis	...	....	....	.0519
Dayton and Union.....	...	....	....	.0958
Delaware and Hudson.....	....	....	....	....
Delaware, Lackawanna and Western.....	.1454	.2748	.3585	.2589
Detroit, Toledo and Ironton.....	....	.0010	....	d
Erie .....	.0222	.0295	.7911	....
Grand Rapids and Indiana.....	.0221	.0418	.0273	.0370
Hocking Valley.....	...	.0429	.2048	...
Indiana Harbor Belt.....	...	....	....	e....
Kanawha and Michigan.....	...	....	.3361	...
Lake Erie and Western.....	...	....	.1515	...
Lake Shore and Michigan Southern.....	...	.2255	.7821	...
Lehigh Valley.....	.0257	.1000	.1534	....
Long Island.....	....	....	....	.1359
Maine Central.....	.0121	.0459	.1821	....
Michigan Central.....	....	.1033	....	.0180
Monongahela .....	— .0862	1.0151	.6298	f
New Jersey and New York.....	.0630	.0910	.0403	....
New York Central and Hudson River.....	....	....	.0612	.0012
New York, Chicago and St. Louis.....	.1218	.0742	....	...
New York, New Haven and Hartford.....	...	.0687	.1252	...
New York, Philadelphia and Norfolk.....	.1822	.0382	.1564	...
New York, Susquehanna and Western.....	.0725	.0472	.1626	...
Pennsylvania Lines (East of Pittsburgh)....	.1243	.0342	....	....
Pennsylvania Lines (West of Pittsburgh)...	.1172	.0177	.1372	.0777
Philadelphia and Reading.....	.1627	.0605	.1056	.1236
Rutland .....	.1246	.0169	.0270	...
Toledo, Peoria and Western.....	...	.0595	....	...
Toledo, St. Louis and Western.....	...	....	....	...
Vandalia .....	...	.0145	.0699	g
Western Maryland.....	.0134	.0066	....	...
Wheeling and Lake Erie.....	...	.0329	....	...
Wabash Pittsburgh Terminal.....	...	....	....	h
West Side Belt.....	...	....	....	...
Total.....	\$0.0472 j.0485	\$0.0503	\$0.0788	\$0.0361

a Organized in April, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operation August, 1903.

g Consolidated in December, 1904.

h Organized in May, 1904.

j Total, excluding roads not shown in 1902.



## AMOUNT OF SURPLUS PER REVENUE TRAIN MILE.

## By Selected Railroads.

Railroads.	1912.	1908.	1907.	1902.
Baltimore and Ohio	\$1.0654	\$0.4658	\$0.4854	\$0.0873
Baltimore and Ohio Southwestern } .....				
Boston and Maine.....	.0848	.1129	.1569	.0834
Buttalo, Rochester and Pittsburgh.....	.9169	.5193	.4135	.4115
Central New England .....	— .0245	—1.3099	—1.2460	.1145
Central Railroad of New Jersey.....	1.5682	1.3283	1.1156	1.3804
Chicago, Indiana and Southern.....	— .0243	.2309	.2522	a
Chicago, Terre Haute and Southeastern.....	.3318	b	b	b
Cincinnati, Hamilton and Dayton.....	—5.0906	— .3609	.1570	.7796
Cincinnati Northern.....	.0813	.1158	— .0157	c
Cleveland, Cincinnati, Chicago and St. Louis	.1156	.0862	.0733	.1245
Dayton and Union.....	3.1502	2.8813	3.3129	2.4695
Delaware and Hudson.....	1.3772	d	d	d
Delaware, Lackawanna and Western.....	2.1825	2.4778	2.1794	1.4189
Detroit, Toledo and Ironton.....	—4.0307	— .9865	.5400	e
Erie .....	1.2879	.7275	.6884	.4550
Grand Rapids and Indiana.....	.0875	.1111	.1227	.1309
Hocking Valley.....	3.3919	1.9870	1.8828	1.0795
Indiana Harbor Belt.....	d	d	d	d
Kanawha and Michigan.....	1.0028	d	— .1047	.1049
Lake Erie and Western.....	— .0346	— .0607	.1004	.2470
Lake Shore and Michigan Southern.....	1.9947	1.0850	.9974	1.3251
Lehigh Valley.....	1.7665	1.2110	1.0391	— .2904
Long Island.....	— .7896	— .6628	— .4730	— .2290
Maine Central.....	.6135	.2724	.3185	.0855
Michigan Central.....	.8789	.7047	.7158	.6376
Monongahela .....	4.2110	.7681	.8228	f
New Jersey and New York.....	.3019	.2003	.4401	.6103
New York Central and Hudson River.....	.2863	.2144	.2682	.3824
New York, Chicago and St. Louis.....	.2953	.1667	.1734	.1302
New York, New Haven and Hartford.....	.5162	.5597	.7358	.6329
New York, Philadelphia and Norfolk.....	1.1862	1.2413	.9952	1.1889
New York, Susquehanna and Western.....	1.2422	.5380	.6941	.6224
Pennsylvania Lines (East of Pittsburgh)....	.4498	.4300	.4026	.6222
Pennsylvania Lines (West of Pittsburgh)...	.3595	.4856	.4144	.4696
Philadelphia and Reading.....	.5422	.6565	.5608	.1720
Rutland .....	.5437	.4822	.4971	.4247
Toledo, Peoria and Western.....	— .5322	— .4637	— .3539	— .2636
Toledo, St. Louis and Western.....	1.1779	.9266	.9320	.0656
Vandalia.....	.1461	.2087	.2794	g
Western Maryland.....	.2696	.6043	.7175	—2.3312
Wheeling and Lake Erie.....	.7860	.0219	.2743	.1981
Wabash Pittsburgh Terminal.....	—6.2660	4.5762	—1.5838	h
West Side Belt.....	2.1533	.9248	1.8983	—1.6754
Total.....	\$0.6415			\$0.4335
	j.6598			

a Organized in April, 1906.

b Organized in 1910.

c Information not available in proper form.

d Information not available.

e Organized in May, 1905.

f Began operation August, 1903.

g Consolidated December, 1904.

h Organized in May, 1904.

— Indicates decrease.

j Total, excluding roads not shown in 1902.





## NET CORPORATE INCOME.

By Selected Railroads.

Railroads	1912.	1911.	1910.	1909.	1908.	1907.	1906.	1905.	1904.	1903.	1902.	Total.
Baltimore and Ohio..... } .....	\$13,898,058	\$12,819,991	\$16,247,587	\$13,020,965	\$10,435,344	\$15,561,302	\$16,142,275	\$11,653,449	\$10,766,011	\$14,391,538	\$9,286,139	\$144,222,659
Baltimore and Ohio Southwestern.....	1,290,248	355,988	2,850,622	2,387,603	751,496	2,599,196	2,051,920	1,883,572	1,849,456	1,793,909	1,786,726	19,600,736
Boston and Maine.....	1,770,304	1,706,286	1,527,373	1,042,422	1,036,192	1,433,700	1,415,407	1,408,282	1,740,875	2,339,579	1,334,703	16,755,123
Buffalo, Rochester and Pittsburgh.....	813,685	352,420	414,881	120,065	2,286	—647,569	7,522					165,900
Central New England.....	6,009,072	6,702,593	8,957,788	4,537,956	5,123,441	3,632,879	3,540,349	3,407,422	3,326,203	2,134,796	3,051,868	50,424,367
Central Railroad of New Jersey.....	—249,346	—77,146	370,355	—148,056	—30,354	300,447	a					950,232
Chicago, Indiana and Southern.....	120,468	b152,132										272,600
Chicago, Terre Haute and Southeastern...	—617,887	—661,046	—720,263	1,691,922	—1,673,902	—861,354	1,147,631	—241,224	788,530	1,139,225	896,009	887,641
Cincinnati, Hamilton and Dayton.....	—31,957	68,681	201,025	47,681	110,047	62,157	33,462	26,877	—81,709	—62,362	c	373,892
Cincinnati, Cincinnati, Chicago & St. Louis	1,793,543	1,024,394	3,035,492	1,512,613	1,063,881	2,182,060	2,032,839	2,243,501	1,665,188	2,055,711	2,276,592	20,885,814
Dayton and Union.....	1,014	14,707	11,333	—7,496	—13,128	21,440	1,419	—2,034	—6,582	15,547	17,752	53,972
Delaware and Hudson.....	5,061,681	4,769,405	4,920,298	4,559,269	4,874,440	4,538,090	2,999,469	3,194,970	2,731,330	2,152,190	2,326,248	42,127,390
Delaware, Lackawanna and Western.....	9,634,901	8,531,050	10,988,637	10,207,539	8,989,569	13,488,497	9,700,986	11,669,874	10,190,601	8,783,634	4,206,501	106,391,789
Detroit, Toledo and Ironton.....	—1,065,869	—1,199,987	—914,295	—685,214	—573,743	—371,623	—270,941	d				—5,081,672
Erie.....	3,228,173	5,379,752	5,786,945	2,933,450	—1,631,887	5,807,037	4,885,304	4,348,628	4,520,597	8,413,848	4,384,677	48,056,524
Grand Rapids and Indiana.....	154,482	37,340	227,674	290,990	243,516	344,186	298,940	174,507	111,853	323,256	296,234	2,502,978
Hocking Valley.....	1,830,801	1,832,727	2,539,765	1,515,990	1,364,705	1,307,058	1,683,678	1,427,851	1,404,793	1,985,259	1,602,373	18,495,000
Indiana Harbor Belt.....	—62,270	—102,869	000	—300,460	—742,590	—365,479	e	e	e	e	e	—1,573,668
Kanawha and Michigan.....	918,236	1,053,361	630,374	134,516	e	267,076	306,174	13,173	8,358	—59,403	76,355	3,348,220
Lake Erie and Western.....	110,873	—100,656	327,941	—109,743	—218,316	453,998	417,210	432,376	386,620	429,674	411,355	2,541,332
Lake Shore and Michigan Southern.....	15,884,920	12,435,685	16,300,893	10,491,181	10,443,314	11,323,032	12,853,826	4,532,231	4,516,390	5,584,096	7,007,782	111,373,350
Lehigh Valley.....	6,472,076	7,519,458	8,137,401	5,843,803	7,370,574	8,093,543	7,021,811	6,804,439	5,720,851	2,377,248	—1,332,777	64,028,427
Long Island.....	—403,410	—712,630	277,291	—22,328	—705,475	—293,441	—183,010	165,800	—275,205	000	000	—2,152,408
Maine Central.....	526,932	430,989	662,488	613,849	602,588	1,233,769	404,587	527,236	431,653	407,203	360,597	6,201,891
Michigan Central.....	2,586,260	703,500	3,402,557	2,450,521	2,836,791	1,100,301	1,097,870	780,701	979,847	1,185,594	1,101,166	18,225,108
Monongahela.....	457,172	275,899	563,747	320,895	203,915	220,700	162,586	109,751	f—60,357			2,254,308
New Jersey and New York.....	33,755	46,987	30,952	14,154	—68,654	—38,048	—8,859	30,103	—9,374	—446	23,901	54,471
New York Central and Hudson River.....	14,092,064	14,315,324	16,012,772	12,158,976	9,838,387	9,677,781	9,989,200	8,103,693	7,415,863	8,724,304	8,066,945	118,395,309
New York, Chicago and St. Louis.....	1,716,263	1,455,152	2,290,211	1,189,711	1,629,905	941,130	972,252	513,848	567,811	624,227	587,689	12,488,199
New York, New Haven and Hartford.....	13,385,551	11,187,312	10,796,874	7,430,229	5,762,353	9,687,270	6,858,379	6,708,052	6,094,756	4,825,382	4,678,859	87,415,017
New York, Philadelphia and Norfolk.....	543,284	535,233	792,231	620,622	552,588	694,159	605,588	331,082	263,570	233,850	227,406	5,399,613
New York, Susquehanna and Western.....	172,895	534,536	189,754	120,187	—84,306	3,239	—24,333	92,515	243,248	327,746	221,359	1,796,840
Pennsylvania Lines (East of Pittsburgh)...	37,503,531	34,683,023	40,049,136	19,954,311	25,066,741	21,609,775	22,622,065	19,041,761	12,364,433	11,827,289	13,414,002	258,136,067
Pennsylvania Lines (West of Pittsburgh)...	9,221,760	9,841,034	11,227,177	7,645,216	8,163,661	7,317,688	6,402,956	4,240,360	2,481,503	4,267,836	4,174,506	74,983,697
Philadelphia and Reading.....	8,138,578	7,663,005	8,703,036	6,365,268	7,290,878	7,892,359	8,924,908	8,338,806	5,490,030	3,546,276	3,233,871	75,587,015
Rutland.....	335,043	272,345	293,603	108,459	86,755	172,099	225,726	230,802	114,602	97,707	263,414	2,200,555
Toledo, Peoria and Western.....	2,304	13,186	—12,288	—51,005	—35,229	1,672	—21,642	—23,872	1,547	2,845	2,255	—120,227
Toledo, St. Louis and Western.....	—34,328	94,397	765,748	938,295	417,785	645,067	489,386	239,605	225,748	171,639	55,691	4,009,033
Vandalia.....	342,303	532,792	787,347	716,382	814,672	778,211	720,999	g				4,692,706
Western Maryland.....	646,185	760,336	c	123,163	—341,874	10,964	251,509	—660,443	—469,343	—328,398	474,404	466,503
Wheeling and Lake Erie.....	718,117	647,961	782,451	—437,419	—281,207	211,798	152,397	—193,360	—6,544	12,681	72,123	1,678,998
Wabash, Pittsburgh, Permal.....	—76,887	—117,744	—75,991	—20,871	—911,473	—615,982	—831,743	—936,972	h			—3,587,663
West Side Belt.....	62,854	2,266	58,952	—26,657	—82,924	53,020	140,768	—64,339	24,069	19,208	—2,602	184,615
Total.....	\$156,935,432	\$145,779,169	\$179,439,874	\$119,298,954	\$107,680,752	\$130,473,204	\$125,220,870	\$100,466,532	\$85,497,999	\$89,730,318	\$74,589,149	\$1,315,112,253
	j157,501,818											

— Denotes decrease.

a Organized in April, 1906.

b Organized in 1910; figures for first six months in 1911.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations August, 1903; figures for 10 months.

g Consolidated in December, 1904.

h Organized in May, 1904.

j Total, excluding roads not shown in 1902.





## NET CORPORATE INCOME.

By Selected Railroads.

Railroads	1912.	1911.	1910.	1909.	1908.	1907.	1906.	1905.	1904.	1903.	1902.	Total.
Baltimore and Ohio..... } Baltimore and Ohio Southwestern..... }	\$13,898,058	\$12,819,991	\$16,247,587	\$13,020,965	\$10,435,344	\$15,561,302	\$16,142,275	\$11,653,449	\$10,766,011	\$14,391,538	\$9,286,139	\$144,222,659
Boston and Maine.....	1,290,248	355,988	2,850,622	2,387,603	751,496	2,599,196	2,051,920	1,883,572	1,849,456	1,793,909	1,786,726	19,600,736
Buffalo, Rochester and Pittsburgh.....	1,770,304	1,706,286	1,527,373	1,042,422	1,036,192	1,433,700	1,415,407	1,408,282	1,740,875	2,339,579	1,334,703	16,755,123
Central New England.....	813,685	352,420	414,881	120,065	2,286	—647,569	7,522					165,900
Central Railroad of New Jersey.....	6,009,072	6,702,593	8,957,788	4,537,956	5,123,441	3,632,879	3,540,349	3,407,422	3,326,203	2,134,796	3,051,868	50,424,367
Chicago, Indiana and Southern.....	—249,346	—77,146	370,355	—148,056	—30,354	300,447	a					950,232
Chicago, Terre Haute and Southeastern... }	120,468	b152,132										272,600
Cincinnati, Hamilton and Dayton..... }	—617,887	—661,046	—720,263	1,691,922	—1,673,902	—861,354	1,147,631	—241,224	788,530	1,139,225	896,009	887,641
Cincinnati Northern..... }	—31,957	68,681	201,025	47,681	110,047	62,157	33,462	26,877	—81,709	—62,362	c	373,892
Cleveland, Cincinnati, Chicago & St. Louis	1,793,543	1,024,394	3,035,492	1,512,613	1,063,881	2,182,060	2,032,839	2,243,501	1,665,188	2,055,711	2,276,592	20,885,814
Dayton and Union.....	1,014	14,707	11,333	—7,496	—13,128	21,440	1,419	—2,034	—6,582	15,547	17,752	53,972
Delaware and Hudson.....	5,061,681	4,769,405	4,920,298	4,559,269	4,874,440	4,538,090	2,999,469	3,194,970	2,731,330	2,152,190	2,326,248	42,127,390
Delaware, Lackawanna and Western.....	9,634,901	8,531,050	10,988,637	10,207,539	8,989,569	13,488,497	9,700,986	11,669,874	10,190,601	8,783,634	4,206,501	106,391,789
Detroit, Toledo and Ironton.....	—1,065,869	—1,199,987	—914,295	—685,214	—573,743	—371,623	—270,941	d				—5,081,672
Erie.....	3,228,173	5,379,752	5,786,945	2,933,450	—1,631,887	5,807,037	4,885,304	4,348,628	4,520,597	8,413,848	4,384,677	48,056,524
Grand Rapids and Indiana.....	154,482	37,340	227,674	290,990	243,516	344,186	298,940	174,507	111,853	323,256	296,234	2,502,978
Hocking Valley.....	1,830,801	1,832,727	2,539,765	1,515,990	1,364,705	1,307,058	1,683,678	1,427,851	1,404,793	1,985,259	1,602,373	18,495,000
Indiana Harbor Belt.....	—62,270	—102,869	000	—300,460	—742,590	—365,479	e	e	e	e	e	—1,573,668
Kanawha and Michigan.....	918,236	1,053,361	630,374	134,516	e	267,076	306,174	13,173	8,358	—59,403	76,355	3,348,220
Lake Erie and Western.....	110,873	—100,656	327,941	—109,743	—218,316	453,998	417,210	432,376	386,620	429,674	411,355	2,541,332
Lake Shore and Michigan Southern.....	15,884,920	12,435,685	16,300,893	10,491,181	10,443,314	11,323,032	12,853,826	4,532,231	4,516,390	5,584,096	7,007,782	111,373,350
Lehigh Valley.....	6,472,076	7,519,458	8,137,401	5,843,803	7,370,574	8,093,543	7,021,811	6,804,439	5,720,851	2,377,248	—1,332,777	64,028,427
Long Island.....	—403,410	—712,630	277,291	—22,328	—705,475	—293,441	—183,010	165,800	—275,205	000	000	—2,152,408
Maine Central.....	526,932	430,989	662,488	613,849	602,588	1,233,769	404,587	527,236	431,653	407,203	360,597	6,201,891
Michigan Central.....	2,586,260	703,500	3,402,557	2,450,521	2,836,791	1,100,301	1,097,870	780,701	979,847	1,185,594	1,101,166	18,225,108
Monongahela.....	457,172	275,899	563,747	320,895	203,915	220,700	162,586	109,751	f—60,357			2,254,308
New Jersey and New York.....	33,755	46,987	30,952	14,154	—68,654	—38,048	—8,859	30,103	—9,374	—446	23,901	54,471
New York Central and Hudson River.....	14,092,064	14,315,324	16,012,772	12,158,976	9,838,387	9,677,781	9,989,200	8,103,693	7,415,863	8,724,304	8,066,945	118,395,309
New York, Chicago and St. Louis.....	1,716,263	1,455,152	2,290,211	1,189,711	1,629,905	941,130	972,252	513,848	567,811	624,227	587,689	12,488,199
New York, New Haven and Hartford.....	13,385,551	11,187,312	10,796,874	7,430,229	5,762,353	9,687,270	6,858,379	6,708,052	6,094,756	4,825,382	4,678,859	87,415,017
New York, Philadelphia and Norfolk.....	543,284	535,233	792,231	620,622	552,588	694,159	605,588	331,082	263,570	233,850	227,406	5,399,613
New York, Susquehanna and Western.....	172,895	534,536	189,754	120,187	—84,306	3,239	—24,333	92,515	243,248	327,746	221,359	1,796,840
Pennsylvania Lines (East of Pittsburgh)...	37,503,531	34,683,023	40,049,136	19,954,311	25,066,741	21,609,775	22,622,065	19,041,761	12,364,433	11,827,289	13,414,002	258,136,067
Pennsylvania Lines (West of Pittsburgh)...	9,221,760	9,841,034	11,227,177	7,645,216	8,163,661	7,317,688	6,402,956	4,240,360	2,481,503	4,267,836	4,174,506	74,983,697
Philadelphia and Reading.....	8,138,578	7,663,005	8,703,036	6,365,268	7,290,878	7,892,359	8,924,908	8,338,806	5,490,030	3,546,276	3,233,871	75,587,015
Rutland.....	335,043	272,345	293,603	108,459	86,755	172,099	225,726	230,802	114,602	97,707	263,414	2,200,555
Toledo, Peoria and Western.....	2,304	13,186	—12,288	—51,005	—35,229	1,672	—21,642	—23,872	1,547	2,845	2,255	—120,227
Toledo, St. Louis and Western.....	—34,328	94,397	765,748	938,295	417,785	645,067	489,386	239,605	225,748	171,639	55,691	4,009,033
Vandalia.....	342,303	532,792	787,347	716,382	814,672	778,211	720,999	g				4,692,706
Western Maryland.....	646,185	760,336	c	123,163	—341,874	10,964	251,509	—660,443	—469,343	—328,398	474,404	466,503
Wheeling and Lake Erie.....	718,117	647,961	782,451	—437,419	—281,207	211,798	152,397	—193,360	—6,544	12,681	72,123	1,678,998
Wabash Pittsburgh Terminal.....	—76,887	—117,744	—75,991	—20,871	—911,473	—615,982	—831,743	—936,972	h			—3,587,663
West Side Belt.....	62,854	2,266	58,952	—26,657	—82,924	53,020	140,768	—64,339	24,069	19,208	—2,602	184,615
Total.....	\$156,935,432	\$145,779,169	\$179,439,874	\$119,298,954	\$107,680,752	\$130,473,204	\$125,220,870	\$100,466,532	\$85,497,999	\$89,730,318	\$74,589,149	\$1,315,112,253
	j157,501,818											

— Denotes decrease.

a Organized in April, 1906.

b Organized in 1910; figures for first six months in 1911.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations August, 1903; figures for 10 months.

g Consolidated in December, 1904.

h Organized in May, 1904.

j Total, excluding roads not shown in 1902.





## INTEREST ACCRUED ON FUNDED DEBT.

By Selected Railroads and Systems.

Railroads.	1912.	1911.	1910.	1909.	1908.	1907.	1906.	1905.	1904.	1903.	1902.	Total.
Baltimore and Ohio.....	\$13,015,006.03	\$12,491,326.18	\$10,706,459.09	\$9,735,218.50	\$9,610,766.09	\$9,401,921.15	\$9,107,779.50	\$9,033,784.16	\$8,723,235.29	\$8,526,594.24	\$7,947,620.38	\$108,299,710.61
Baltimore and Ohio Southwestern.....	1,839,972.35	1,467,280.71	1,243,972.72	1,662,209.03	1,662,255.61	1,688,068.50	1,714,615.18	1,016,070.76	633,210.00	633,210.00	624,210.00	14,195,074.86
Cincinnati, Hamilton and Dayton.....	.....	.....	6,562.50	15,750.00	18,485.82	15,680.02	15,680.00	15,676.67	15,680.00	15,680.00	15,680.00	134,875.01
Dayton and Cincinnati.....	1,207,895.14	1,209,813.75	1,168,120.75	1,126,415.00	1,103,664.02	820,912.50	785,089.16	777,974.17	762,830.00	708,849.15	716,230.84	10,387,794.48
Buffalo, Rochester and Pittsburgh.....	195,875.04	293,468.75	.....	.....	.....	.....	.....	.....	.....	.....	.....	289,343.79
Chicago, Terre Haute and Southeastern.....	1,071,312.99	972,172.53	1,027,435.15	1,056,520.15	1,056,795.39	978,984.51	940,192.69	1,016,630.32	1,029,987.09	1,101,687.97	933,730.42	11,185,449.21
Chesapeake and Ohio.....	2,544,458.25	2,478,528.93	2,179,486.20	1,995,319.45	1,492,580.00	1,060,750.00	.....	.....	.....	.....	.....	11,751,122.83
Hocking Valley.....	6,486.00	6,486.00	6,486.00	.....	35,531.43	211,214.21	209,330.08	212,889.53	214,409.00	214,409.00	214,222.34	1,331,463.59
Delaware, Delaware and Western.....	762,510.00	761,425.00	759,017.58	788,449.96	833,386.70	843,558.75	767,567.60	b	.....	.....	.....	5,515,915.59
Detroit, Toledo and Ann Arbor.....	9,041,996.98	9,933,617.86	10,088,591.80	9,912,422.40	9,469,464.24	9,555,649.92	9,047,678.15	8,557,377.35	8,276,682.42	8,199,021.36	8,093,951.63	100,176,454.11
Erie.....	51,298.00	51,297.98	54,648.00	55,557.50	55,598.50	55,625.00	55,625.00	55,625.00	55,625.00	55,615.50	55,608.00	602,124.48
New Jersey and Delaware.....	651,315.00	619,365.00	649,485.83	660,215.00	660,185.30	660,265.00	660,265.00	671,665.00	674,566.50	675,254.67	676,074.17	7,258,656.47
New York, Erie and Western.....	3,167,635.15	3,306,268.20	3,806,436.17	3,800,936.80	3,755,251.28	3,660,294.88	3,366,919.72	2,895,648.72	2,755,860.84	2,777,675.83	2,523,182.50	35,816,137.09
Lehigh Valley.....	11,718,767.36	10,315,633.47	10,074,670.73	9,740,005.12	9,357,023.94	8,214,519.58	8,214,519.58	8,133,175.10	7,092,482.63	7,299,968.32	7,688,333.14	97,849,098.97
New York, Erie and Delaware River.....	1,718,317.82	1,672,260.03	1,760,669.26	1,599,489.36	1,554,400.00	1,008,958.34	1,006,983.74	975,907.64	944,534.05	881,652.75	1,119,591.66	14,242,764.65
Muncie, Indianapolis and Southern.....	6,646,605.49	6,379,832.48	5,993,521.09	5,920,000.00	5,922,333.34	5,252,867.86	3,884,327.10	3,534,680.00	2,913,163.33	2,046,080.00	2,035,685.00	50,529,095.69
Lake Shore and Michigan Southern.....	3,891,656.95	3,830,769.48	3,362,138.41	3,180,255.19	3,178,811.30	2,922,309.56	2,853,366.82	2,807,773.79	2,672,963.00	2,657,654.00	2,593,789.00	33,951,487.50
Chicago, Indianapolis and Southern.....	40,000.00	40,000.00	40,000.00	40,000.00	40,000.00	46,670.95	53,074.91	59,478.88	40,000.00	40,000.00	.....	439,224.74
Chicago and North Western.....	1,013,436.91	1,019,054.18	969,171.23	800,000.00	688,416.67	394,000.00	d	.....	.....	.....	c	4,884,078.99
Lake Erie and Western.....	546,440.49	549,750.27	553,311.10	556,870.95	561,208.60	549,953.19	543,750.00	543,750.00	543,750.00	543,750.00	543,750.00	6,036,284.60
New York, Erie and St. Louis.....	1,160,460.00	1,165,163.33	1,171,966.67	1,116,949.78	906,445.55	824,934.54	798,504.43	804,884.34	811,264.22	818,144.12	809,945.81	10,388,662.79
Kansas City Southern.....	247,419.60	259,175.23	280,433.28	258,075.84	e	192,351.82	166,419.94	167,595.59	175,029.81	153,591.81	f113,206.51	2,013,299.43
Indiana Harbor and Lake Erie.....	269,000.00	269,000.00	269,000.00	255,188.89	229,000.00	29,000.00	e	e	e	e	e	1,320,188.89
New York, Erie and Hartford.....	9,135,642.58	9,816,318.81	10,202,492.98	10,303,133.37	8,058,847.35	4,619,312.44	659,643.95	504,406.66	229,338.90	268,283.34	274,950.00	54,072,370.38
Boston and Maine.....	1,775,420.00	1,704,380.00	1,704,380.00	1,309,505.00	1,179,015.00	1,242,079.11	1,366,854.62	1,385,842.26	1,383,479.96	1,352,110.90	1,330,884.55	15,733,951.40
Central Vermont.....	494,182.35	518,192.21	535,140.00	463,120.00	114,050.00	79,550.00	57,750.00	53,000.00	43,566.68	32,500.00	32,500.00	2,423,551.24
Maine Central.....	873,645.00	917,830.00	754,210.00	637,960.00	617,960.00	617,960.00	617,960.00	631,860.00	643,110.00	643,110.00	643,110.00	7,598,715.00
Rumford.....	458,022.50	455,870.00	458,435.00	463,542.50	468,818.75	495,927.50	501,912.50	507,785.00	513,432.50	534,468.00	491,041.50	5,349,255.75
Pennsylvania (New York and Pittsburgh).....	10,124,605.27	10,421,482.91	12,248,363.56	13,468,262.98	11,642,301.52	9,599,835.25	6,494,179.42	5,322,629.14	6,229,597.35	g6,169,530.78	6,237,297.74	97,958,085.92
New York, Erie and Norfolk.....	144,000.00	144,000.00	144,000.00	144,000.00	144,000.00	144,000.00	144,000.00	144,000.00	144,000.00	144,000.00	144,000.00	1,584,000.00
Long Island.....	2,387,287.66	2,321,458.81	2,132,871.15	1,988,279.37	2,035,727.15	1,803,330.00	1,682,125.00	1,491,546.67	1,257,118.88	1,086,381.73	h990,343.33	19,176,469.75
Van Hook.....	808,747.37	817,281.98	686,824.61	654,810.16	612,354.72	660,020.13	589,000.00	k	.....	.....	.....	4,829,038.97
Pennsylvania (New York and Pittsburgh).....	5,102,377.75	5,111,704.01	5,119,541.69	5,207,124.52	6,022,943.12	7,611,365.12	3,688,306.23	4,679,115.45	2,976,710.26	2,387,034.18	2,009,941.58	49,916,163.91
Amherst.....	46,480.00	47,040.00	47,599.99	48,142.51	48,701.93	49,204.14	49,939.17	49,143.14	m35,690.28	.....	.....	421,940.16
T. L. R. and Western.....	197,954.63	198,552.67	199,518.63	201,504.87	203,615.96	206,098.92	205,086.23	228,191.94	231,149.08	225,294.89	226,048.01	2,323,015.83
Grand Kentucky and Indiana.....	440,694.72	443,922.25	437,249.94	418,675.00	418,675.00	409,275.01	400,603.28	391,085.00	391,085.00	390,892.50	391,155.00	4,533,312.70
The Reading Company.....	2,017,428.51	3,155,405.14	3,348,895.21	3,349,809.02	3,349,528.88	3,326,687.00	3,326,687.00	3,326,687.00	3,326,687.00	3,326,687.00	3,326,687.00	35,181,188.76
Philadelphia and Reading.....	2,229,371.00	2,253,453.32	2,276,377.07	2,307,266.67	2,339,516.66	2,618,980.01	2,538,176.67	2,419,171.66	2,401,131.67	2,386,468.33	2,337,698.33	26,107,521.39
Central Railroad of New Jersey.....	979,140.00	981,015.00	985,515.00	990,015.00	962,503.34	633,625.00	596,875.00	583,750.00	575,000.00	575,000.00	575,000.00	8,437,438.34
Toledo, St. Louis and Western.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash.....	.....	44,147.27	42,232.27	.....	1,180,243.33	1,181,666.67	1,108,472.22	988,888.90	n	.....	.....	4,545,650.66
Wabash Pittsburgh Terminal.....	19,150.00	19,150.00	19,240.00	19,150.00	19,150.00	19,150.00	19,150.00	19,137.55	p3,574.98	7,150.00	15,579.99	179,582.52
West Shore.....	728,011.96	739,619.99	753,328.75	424,444.45	1,176,346.66	1,188,601.24	1,072,423.21	778,826.67	749,506.66	730,292.61	q616,679.37	8,958,081.57
Wheeling and Lake Erie.....	2,005,966.35	2,043,220.00	c	2,043,220.00	2,264,893.00	2,227,603.33	2,008,199.99	1,226,220.00	1,027,780.00	798,825.17	196,155.63	15,842,083.47
Western Maryland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	\$100,775,993.20	\$101,045,733.73	\$98,267,799.41	\$98,717,841.34	\$95,060,796.15	\$87,122,671.15	\$71,319,033.09	\$66,011,873.06	\$60,497,232.38	\$58,406,869.15	\$56,543,883.43	\$893,769,726.09

a Organized in 1910; figures for the first six months in 1911.

b Organized in May, 1905.

c Information not available in proper form.

d Organized in April, 1906.

e Information not available.

f Excludes interest on \$1,375,000.00 Equipment Trust Obligations.

g Including interest on Equipment Trust Obligations.

h Includes interest on \$2,744,000.00 apportioned to other property.

k Company consolidated December, 1904.

m Began operations in August, 1903; figures for ten months.

n Organized in May, 1904.

p Being that part of \$19,000.00 chargeable to operation, the balance being chargeable to construction.

q Excludes \$18,088.42 interest accrued on Equipment Trust Bonds at date of sale.





AMOUNT OF DIVIDENDS.  
By Selected Railroads and Systems.

Railroads.	1912.	1911.	1910.	1909.	1908.	1907.	1906.	1905.	1904.	1903.	1902.	Total.
Baltimore and Ohio .....	\$11,476,131.08	\$11,476,144.80	\$11,474,212.79	\$11,530,549.74	\$11,530,549.74	\$11,530,189.74	\$9,251,478.30	\$7,992,042.70	\$7,370,482.40	\$7,370,482.40	\$5,439,848.00	\$106,442,111.69
Cincinnati, Hamilton and Dayton.....	.....	.....	.....	.....	.....	.....	c5,150.00	122,554.99	389,237.50	389,228.76	389,225.00	1,295,396.25
Dayton and Union.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston and New England and Pittsburgh.....	885,000.00	832,500.00	780,000.00	780,000.00	885,000.00	990,000.00	990,000.00	900,000.00	858,000.00	673,000.00	600,000.00	9,173,500.00
Cincinnati, Toledo and Southeastern.....	.....	.....	b	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cincinnati and Ohio.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cincinnati Valley.....	769,965.00	439,996.00	973,028.05	1,040,000.00	1,040,000.00	985,000.00	930,000.00	930,000.00	900,200.00	881,324.00	872,648.37	9,762,161.42
Delaware and Hudson.....	3,825,234.00	3,825,189.00	.....	.....	3,815,988.75	3,341,457.50	.....	.....	.....	.....	.....	14,807,869.25
Delaware, Susquehanna and Western.....	16,579,200.00	6,028,800.00	23,058,786.25	5,240,000.00	5,240,000.00	5,240,000.00	5,240,000.00	4,847,000.00	1,834,000.00	1,834,000.00	1,834,000.00	76,975,786.25
Delaware, Ohio and Ironton.....	.....	.....	.....	.....	.....	.....	.....	d	.....	.....	.....	.....
Elgin.....	.....	.....	.....	.....	.....	2,555,696.00	2,555,696.00	2,555,696.00	1,915,696.00	1,676,234.00	1,436,772.00	12,695,790.00
New York and New York.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Susquehanna and Western.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Valley.....	15,151,965.00	4,245,734.00	2,430,703.00	2,430,703.00	2,430,702.50	2,027,370.00	1,624,022.00	1,225,989.00	.....	.....	.....	.....
New York Central and Hudson River.....	11,136,465.00	12,250,095.00	11,147,679.00	8,931,600.00	9,824,760.00	9,461,899.50	7,036,195.00	6,612,500.00	6,612,500.00	6,604,157.50	5,961,411.25	31,567,188.50
New York Central.....	1,124,184.00	1,124,184.00	1,124,280.00	1,124,280.00	1,499,040.00	1,124,280.00	749,520.00	749,520.00	749,520.00	749,520.00	749,520.00	95,579,262.25
New York, State and Michigan Southern.....	8,999,298.00	8,999,298.00	8,999,298.00	5,999,532.00	6,999,454.00	5,994,665.00	4,010,670.00	4,010,670.00	4,010,670.00	3,516,005.00	3,516,005.00	10,867,848.00
New York, Cincinnati, Chicago and St. Louis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	65,055,565.00
New York and Pennsylvania.....	525,656.00	525,656.00	2,406,804.00	525,656.00	995,943.00	2,266,815.50	2,006,554.00	1,645,268.00	1,645,268.00	1,645,268.00	1,645,247.15	15,834,135.65
Pennsylvania Northern.....	45,000.00	90,000.00	90,000.00	.....	.....	.....	.....	.....	.....	.....	.....	225,000.00
Pennsylvania and Indiana and Southern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania and Western.....	.....	.....	.....	.....	.....	.....	a	.....	.....	.....	.....	.....
New York, Chicago and St. Louis.....	1,219,573.00	1,219,573.00	1,619,515.50	799,885.00	118,400.00	355,200.00	355,200.00	355,200.00	355,200.00	473,600.00	473,600.00	2,486,400.00
Pennsylvania and Michigan.....	450,000.00	360,000.00	.....	.....	800,000.00	690,000.00	580,000.00	580,000.00	580,000.00	580,000.00	580,000.00	9,248,546.50
Pennsylvania Harbor Belt.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	810,000.00
Pennsylvania.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, New Haven and Hartford.....	14,315,540.00	12,454,852.00	9,759,081.00	7,883,842.00	8,279,046.00	7,469,428.00	6,467,092.00	6,400,000.00	6,006,448.00	4,618,438.00	4,296,568.00	87,950,335.00
New York and Maine.....	1,767,951.00	1,958,971.45	1,868,520.00	1,817,360.63	2,080,621.10	1,973,332.16	1,834,646.00	1,806,646.00	1,778,999.50	1,771,732.50	1,764,359.00	20,423,139.34
New York New England.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central.....	441,860.62	398,104.00	398,152.00	398,152.00	398,144.00	348,369.00	348,369.00	348,365.50	348,348.00	298,575.00	298,566.00	4,025,005.12
Pennsylvania Railroad.....	27,156,165.00	24,746,865.75	21,746,166.00	18,876,075.00	20,439,491.00	21,609,775.25	18,242,068.50	18,077,106.00	17,556,009.00	12,262,674.00	13,201,357.50	213,913,753.00
Philadelphia, Philadelphia and Norfolk.....	300,000.00	300,000.00	300,000.00	300,000.00	300,000.00	275,000.00	220,000.00	180,000.00	120,000.00	102,859.38	77,146.88	2,475,006.26
Pennsylvania.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania.....	255,618.25	693,808.50	912,885.00	729,570.00	729,320.00	647,009.00	564,766.00	.....	.....	.....	.....	.....
Pennsylvania Company.....	5,600,000.00	5,600,000.00	25,400,000.00	4,200,000.00	4,200,000.00	3,600,000.00	3,800,000.00	2,000,000.00	1,600,000.00	1,200,000.00	630,000.00	4,532,976.75
Washington.....	85,680.00	.....	85,680.00	57,120.00	42,840.00	.....	.....	.....	.....	.....	.....	57,830,000.00
Pennsylvania, Peoria and Western.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	e	.....	271,320.00
Grand Rapids and Indiana.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania Company.....	.....	.....	173,730.00	173,730.00	173,730.00	173,730.00	173,730.00	173,730.00	173,730.00	173,730.00	144,775.00	1,534,615.00
Philadelphia and Reading.....	6,372,255.00	5,000,000.00	5,000,000.00	5,000,000.00	6,000,000.00	6,000,000.00	6,000,000.00	4,000,000.00	2,400,000.00	.....	.....	45,772,255.00
Central Railroad of New Jersey.....	3,292,416.00	3,292,368.00	3,292,368.00	2,194,912.00	2,194,912.00	2,194,844.00	2,194,424.00	2,193,704.00	2,193,464.00	2,193,264.00	1,985,648.00	27,222,324.00
Twinsburg, St. Louis and Western.....	199,052.00	398,104.00	398,104.00	398,104.00	398,104.00	200,000.00	.....	.....	.....	.....	.....	1,991,468.00
Washington.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington, Pittsburgh Terminal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Side Belt.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wheeling and Lake.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Maryland.....	400,000.00	400,000.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	800,000.00
Total.....	\$132,374,208.95	\$106,660,243.50	\$133,438,992.59	\$80,431,071.37	\$90,550,356.09	\$91,189,924.65	\$75,315,444.80	\$67,705,992.19	\$59,397,772.40	\$49,104,668.54	\$46,158,425.15	\$932,327,100.23

a Organized in April, 1906.  
b Organized in 1910.  
c Declared oon \$103,000.00 only.  
d Organized in May, 1905.  
e Began operations in August, 1903.  
f Consolidated in December, 1904.  
g Organized in May, 1904.





ADDITIONS, BETTERMENTS AND EXTENSIONS.

By Selected Railroads.

Railroads.	1912.	1911.	1910.	1909.	1908.	1907.	1906.	1905.	1904.	1903.	1902.	Total.
Baltimore and Ohio..... }												
Baltimore and Ohio Southwestern. }			\$415,760.61	\$1,934,128.29	\$265,950.38	\$1,115,672.14	\$4,077,974.80	\$479,453.53	517,601.28	\$4,073,374.32	\$2,765,194.04	\$15,645,109.39
Boston and Maine .....			198,841.84	41,099.38	80,536.74	493,248.88						813,726.84
Boston, New York and Pittsburgh.....	\$375,000.00	\$371,500.00	315,000.00			204,782.61	300,888.62	413,516.01	1,086,518.27	1,085,737.80	924,104.61	5,077,047.92
Central Vermont.....								45,189.46				45,189.46
Central Railroad of New Jersey.....	2,000,000.00	3,000,000.00	4,000,000.00	2,000,000.00	2,000,000.00	3,512,061.53	1,954,443.81	1,072,701.93	665,145.59			20,204,352.86
Chesapeake and Southern.....		182,067.50										182,067.50
Chesapeake, Annapolis and Southeastern.....		b					a					
Chesapeake, Baltimore and Dayton.....												
Chesapeake and Northern.....		29,715.88	13,570.11	21,886.30	29,513.80					170,075.74		170,075.74
Chicago and North Western.....		223,158.00									c	94,686.09
Chicago, Indianapolis and St. Louis.....								1,000,000.00		311,262.00	600,371.46	2,134,791.46
Chicago and Hudson.....											22,820.81	22,820.81
Chicago, La Crosse and Western.....	1,763,874.66	2,554,375.07	2,471,020.31	1,676,374.79	3,540,119.86	4,651,618.56	5,087,485.97	3,446,719.32	3,629,165.81	3,748,148.80	2,823,127.06	35,392,030.21
Chicago and Milwaukee.....	445,419.95	1,351,812.00		43.50	1,358.05			d				1,401.55
Chicago and St. Paul.....	66,995.93		717,488.80	367,732.70	567,338.77	1,566,878.06	1,795,632.85	1,302,587.97	1,508,864.48	5,224,360.06		14,848,115.64
Chicago and Western.....			101,925.74		116,607.88	84,153.36	147,526.45	29,764.83	37,091.12	148,918.66	95,368.77	828,352.74
Chicago and Western Belt.....			5,920.11	670,072.81	101,753.97	520,428.51	89,256.39			181,160.92		1,568,592.71
Chicago and Western.....		452,622.98	141,692.01	118,467.99		384,868.52	340,127.88					
Chicago and Western.....		136,763.68	56,964.67	4,110.80		289,852.93	315,712.95	66,224.75				1,437,779.38
Chicago and Western Southern.....		1,841,957.25	381,243.22	1,824,070.98	3,792,763.38	4,176,618.14	8,099,533.26	817,482.08			200,000.00	1,069,629.78
Chicago and Western.....	340,944.45	980,549.42	843,877.30	580,205.62	1,363,834.46	2,068,589.91	2,570,227.19	1,411,550.78	1,465,290.31	4,766,182.09		20,933,668.31
Chicago and Western.....			250,000.00									16,391,251.53
Chicago and Western.....	61,848.65	26,310.96	217,488.10	113,733.26	194,078.20	724,306.32					545,177.46	795,177.46
Chicago and Western.....		599,523.67	312,513.05	547,899.69	1,321,134.12			300,000.00				1,637,765.49
Chicago and Western.....	—20,088.32	121,515.34	591,278.17	201,538.61	210,097.06	158,993.00	101,154.53				210,000.00	2,991,070.53
Chicago and Western.....	27,677.30	15,762.88	7,214.95	2,729.86	34,745.26	16,479.52	11,498.02	8,485.93	20,896.77	e		1,385,385.16
Chicago and Western.....		924,914.07	48,000.00			2,800,000.00	1,500,000.00	1,500,000.00	5,985.31	1,708.21		132,287.24
Chicago and Western.....	795,000.00	239,977.11			426,793.71		250,000.00		707,098.50	1,750,000.00	50,227.22	9,280,239.79
Chicago and Western.....			299,231.92		1,579,263.99	3,018,753.99	5,564,416.74					1,711,770.82
Chicago and Western.....	150,431.60	382,691.96	372,528.14	261,556.37	29,874.85	117,309.00	104,113.20	104,702.14	8,297,022.37			18,758,689.01
Chicago and Western.....	88,118.49	163,904.19	1,808.58	13,319.98	62,699.55	209,659.29	114,380.15	115,202.12		66,000.00		1,589,207.26
Chicago and Western.....	7,259,215.33	9,936,157.29	28,143,788.54		1,966,541.46			26,462.10		22,083.40		817,637.85
Chicago and Western.....	2,668,265.00	2,177,593.13	2,749,182.71	12,848,490.00	348,490.00	2,848,490.00	2,348,490.00	2,348,490.00	23,156,101.27	1,491,397.81		71,953,201.70
Chicago and Western.....	2,629,739.53	3,353,558.82	2,070,660.94	1,805,722.18	937,659.64	1,847,933.64	3,539,352.29	979,643.31	2,348,490.00	2,348,490.01	1,214,461.67	35,248,932.50
Chicago and Western.....	276,143.01	306,925.89	204,005.18	11,603.35	30,618.61	51,645.00		19,944.05	1,173,764.67	1,228,760.46	2,007,458.86	21,574,254.34
Chicago and Western.....				18,084.74	44,901.31				103,043.16			1,003,928.25
Chicago and Western.....												62,986.05
Chicago and Western.....			150,000.00	101,747.08	80,542.24	400,000.00	325,000.00					
Chicago and Western.....	41,781.31	140,922.58	c	98,171.78	18,116.09				f			1,057,289.32
Chicago and Western.....					81,006.66							298,991.76
Chicago and Western.....												81,006.66
Chicago and Western.....									g			
Grand Total.....	\$18,970,366.89	\$29,514,279.67	\$45,081,005.00	\$25,262,790.06	\$19,226,340.04	\$31,262,342.91	\$38,637,215.10	\$15,461,658.19	\$45,748,541.01	\$26,617,660.28	\$11,458,311.96	\$307,240,511.11

— Denotes decrease.  
a Organized in April, 1906.  
b Organized in 1910.  
c Information not available in proper form.  
d Organized in May, 1905.  
e Began operations in August, 1903.  
f Consolidated in December, 1904.  
g Organized in May, 1904.



# AMOUNT OF SURPLUS.

By Selected Railroads.

Railroads.	1912.	1902.	Increase 1912 over 1902.
Baltimore and Ohio .....	\$40,754,431	\$2,625,222	\$38,129,209
Baltimore and Ohio Southwestern } .....			
Boston and Maine .....	1,812,091	1,565,165	246,926
Buffalo, Rochester and Pittsburgh.....	3,621,999	1,363,349	2,258,650
Central New England .....	—30,844	60,135	—90,979
Central Railroad of New Jersey.....	13,969,878	8,962,224	5,007,654
Chicago, Indiana and Southern.....	—433,727	<i>a</i>	<i>a</i>
Chicago, Terre Haute and Southeastern ....	272,737	<i>b</i>	<i>b</i>
Cincinnati, Hamilton and Dayton .....	—23,754,115	2,677,398	—26,431,513
Cincinnati Northern .....	70,010	<i>c</i>	<i>c</i>
Cleveland, Cincinnati, Chicago & St. Louis..	1,801,886	1,438,681	363,205
Dayton and Union .....	608,101	588,110	19,991
Delaware and Hudson .....	11,384,277	<i>d</i>	<i>d</i>
Delaware, Lackawanna and Western .....	26,484,396	15,470,660	11,013,736
Detroit, Toledo and Ironton .....	—6,100,178	<i>e</i>	<i>e</i>
Erie .....	25,850,482	8,449,615	17,400,867
Grand Rapids and Indiana .....	265,333	337,706	—72,373
Hocking Valley .....	8,219,934	2,306,563	5,913,371
Indiana Harbor Belt .....	—1,687,137	<i>d</i>	<i>d</i>
Kanawha and Michigan .....	1,368,050	81,509	1,286,541
Lake Erie and Western .....	—111,876	710,213	—822,089
Lake Shore and Michigan Southern .....	37,714,380	16,600,393	21,113,987
Lehigh Valley .....	23,444,703	—3,372,147	26,816,850
Long Island .....	—4,779,532	—918,515	—3,861,017
Maine Central .....	3,149,045	282,538	2,866,507
Michigan Central .....	11,683,237	7,427,006	4,256,231
Monogahela .....	981,662	<i>f</i>	<i>f</i>
New Jersey and New York .....	132,676	244,961	—112,285
New York Central and Hudson River ....	13,755,528	15,834,667	—2,079,139
New York, Chicago and St. Louis.....	1,927,821	671,756	1,256,065
New York, New Haven and Hartford ....	12,575,471	13,498,845	—923,374
New York, Philadelphia and Norfolk .....	979,244	600,501	378,743
New York, Susquehanna and Western....	1,509,496	720,475	789,021
Pennsylvania Lines (East of Pittsburgh)..	26,265,477	28,530,169	—2,264,692
Pennsylvania Lines (West of Pittsburgh)..	8,184,009	7,339,644	844,365
Philadelphia and Reading .....	8,765,980	2,794,587	5,971,393
Rutland .....	1,205,105	756,102	449,003
Toledo, Peoria and Western .....	—422,591	—220,588	—202,003
Toledo, St. Louis and Western .....	2,644,440	138,247	2,506,193
Vandalia .....	793,871	<i>g</i>	<i>g</i>
Western Maryland .....	841,359	—3,050,820	3,892,179
Wheeling and Lake Erie .....	2,088,718	425,627	1,663,091
Wabash Pittsburgh Terminal .....	—1,676,606	<i>h</i>	<i>h</i>
West Side Belt .....	159,710	—31,234	190,944
Total .....	\$256,288,931 <i>i</i> 252,684,022	\$134,908,764	\$117,775,258

— (Minus sign) denotes deficit.

*a* Organized in April, 1906.

*b* Organized in 1910.

*c* Information not available in proper form.

*d* Information not available.

*e* Organized in May, 1905.

*f* Began operations August, 1903.

*g* Consolidated in December, 1904.

*h* Organized in May, 1904.

*i* Excluding roads not shown in 1902.





SURPLUS.  
By Selected Railroads.

Railroads.	1912.	1911.
Baltimore and Ohio .....	\$40,754,430.99	\$38,452,419.29
Baltimore and Ohio Southwestern } .....		
Boston and Maine .....	1,812,090.64	2,284,912.41
Buffalo, Rochester and Pittsburgh .....	3,621,999.14	3,084,315.01
Central New England .....	—30,844.38	—846,671.91
Central Railroad of New Jersey .....	13,969,878.05	13,519,634.47
Chicago, Indiana and Southern .....	—433,726.51	331,146.66
Chicago, Terre Haute and Southeastern .....	272,737.21	152,335.96
Cincinnati, Hamilton and Dayton .....	—23,754,114.91	—22,711,184.58
Cincinnati Northern .....	70,009.92	143,400.78
Cleveland, Cincinnati, Chicago & St. Louis .....	1,801,886.06	1,859,197.90
Dayton and Union .....	608,101.18	610,473.88
Delaware and Hudson .....	11,384,277.00	10,157,589.07
Delaware, Lackawanna and Western .....	26,484,395.88	35,362,684.93
Detroit, Toledo and Ironton .....	—6,100,177.75	—4,986,004.02
Erie .....	25,850,482.06	24,099,532.79
Grand Rapids and Indiana .....	265,333.47	183,625.20
Hocking Valley .....	8,219,933.73	7,300,255.20
Indiana Harbor Belt .....	—1,687,136.97	—1,690,562.12
Kanawha and Michigan .....	1,368,049.70	900,381.75
Lake Erie and Western .....	—111,875.99	—31,448.26
Lake Shore and Michigan Southern .....	37,714,380.01	29,661,877.59
Lehigh Valley .....	23,444,703.00	30,330,647.47
Long Island .....	—4,779,531.88	—4,007,968.97
Maine Central .....	3,149,045.20	3,146,860.61
Michigan Central .....	11,683,237.39	8,393,374.31
Monongahela .....	981,662.25	594,711.02
New Jersey and New York .....	132,675.66	136,376.36
New York Central and Hudson River .....	13,755,528.00	14,112,226.46
New York, Chicago and St. Louis .....	1,927,821.25	2,283,822.87
New York, New Haven and Hartford .....	12,575,471.00	14,275,015.16
New York, Philadelphia and Norfolk .....	979,243.89	887,707.61
New York, Susquehanna and Western .....	1,509,495.55	1,471,648.58
Pennsylvania Lines (East of Pittsburgh) .....	26,265,477.08	27,210,027.29
Pennsylvania Lines (West of Pittsburgh) .....	8,184,009.48	9,148,946.31
Philadelphia and Reading .....	8,765,980.04	9,655,986.51
Rutland .....	1,205,105.00	1,146,737.19
Toledo, Peoria and Western .....	—422,590.56	—362,007.65
Toledo, St. Louis and Western .....	2,644,440.00	2,931,289.41
Vandalia .....	793,870.93	714,498.79
Western Maryland .....	841,358.85	687,411.44
Wheeling and Lake Erie .....	<sup>a</sup> 2,088,717.83	—1,379,207.39
Wabash Pittsburgh Terminal .....	—1,676,605.92	—1,599,719.09
West Side Belt .....	159,709.80	96,855.55
Total .....	\$256,288,932.46	\$257,713,151.84

— (Minus sign) indicates decrease.  
a Receiver's report.



INCREASE IN ASSETS, IN CAPITALIZATION AND IN ASSETS NOT  
REPRESENTED BY CAPITALIZATION,

1911 as Compared with 1902.

By Selected Railroads.

Railroads.	Assets.	Capitalization.	Assets not represented by capitalization.
Baltimore and Ohio .....	\$214,538,121	\$184,150,307	\$30,387,814
Baltimore and Ohio Southwestern.. }			
Boston and Maine .....	42,070,799	35,979,443	6,091,356
Buffalo, Rochester and Pittsburgh .....	19,109,872	16,401,000	2,708,872
Central New England .....	7,224,599	6,367,000	857,599
Central Railroad of New Jersey			
Chicago, Indiana and Southern .....	<i>a</i>	<i>a</i>	<i>a</i>
Chicago, Terre Haute and Southeastern..	<i>b</i>	<i>b</i>	<i>b</i>
Cincinnati, Hamilton and Dayton .....	57,380,676	54,017,255	3,363,421
Cincinnati Northern .....	<i>c</i>	<i>c</i>	<i>c</i>
Cleveland, Cincinnati, Chicago & St. Louis..	56,072,334	47,566,352	8,505,982
Dayton and Union .....	— 185,346	— 225,000	39,654
Delaware and Hudson .....			
Delaware, Lackawanna and Western .....	36,820,288	1,400,720	35,419,568
Detroit, Toledo and Ironton .....	<i>d</i>	<i>d</i>	<i>d</i>
Erie .....	76,065,221	51,043,104	25,022,117
Grand Rapids and Indiana .....	1,501,268	1,127,059	374,209
Hocking Valley .....	— 2,246,510	— 11,454,312	9,207,802
Indiana Harbor Belt .....	<i>e</i>	<i>e</i>	<i>e</i>
Kanawha and Michigan .....	2,452,198	483,491	1,968,707
Lake Erie and Western .....			
Lake Shore and Michigan Southern .....	157,021,718	117,364,708	39,657,010
Lehigh Valley .....	84,428,825	61,113,569	23,315,256
Long Island .....	41,678,374	38,500,869	3,177,505
Maine Central .....	14,390,572	7,076,700	7,313,872
Michigan Central .....	48,887,504	20,428,480	28,459,024
Monongahela .....	<i>f</i>	<i>f</i>	<i>f</i>
New Jersey and New York .....			
New York Central and Hudson River ....	202,595,607	197,715,312	4,880,295
New York, Chicago and St. Louis.....			
New York, New Haven and Hartford ...	384,815,591	363,396,892	21,418,699
New York, Philadelphia and Norfolk ....	3,347,172	785,625	2,561,547
New York, Susquehanna and Western ....			
Pennsylvania Lines (East of Pittsburgh)..	426,893,706	413,240,602	13,653,104
Pennsylvania Lines (West of Pittsburgh)..	136,590,668	113,102,216	23,488,452
Philadelphia and Reading .....	18,674,109	4,309,973	14,364,136
Rutland .....	1,787,384	94,000	1,693,384
Toledo, Peoria and Western .....	308,366	— 639,307	947,673
Toledo, St. Louis and Western .....	16,751,665	13,077,000	3,674,665
Vandalia .....	<i>g</i>	<i>g</i>	<i>g</i>
Western Maryland .....	98,822,704	102,650,878	— 3,828,174
Wheeling and Lake Erie .....	20,379,828	10,897,703	9,482,125
Wabash Pittsburgh Terminal .....	<i>h</i>	<i>h</i>	<i>h</i>
West Side Belt .....			
Total .....	\$2,168,177,313	\$1,849,971,639	\$318,205,674

*a* Organized in April 1906.

*b* Organized in 1910.

*c* Information not available in proper form.

*d* Organized in May 1905.

*e* Information not available.

*f* Began operation August, 1903.

*g* Consolidated December 1904.

*h* Organized in May, 1904.

— (Minus sign) indicates decrease.





INCREASE IN ASSETS, CAPITALIZATION AND IN ASSETS NOT REPRESENTED  
BY CAPITALIZATION IN 1911 OVER 1897.

Railroads.	Increase in Assets 1911 over 1897.	Increase in Capitalization 1911 over 1897.	Increase in Assets Not Represented by Capitaliza- tion 1911 over 1897.
Baltimore and Ohio .....	\$455,674,325	\$429,546,243	\$26,128,082
Baltimore and Ohio Southwestern } .....			
Boston and Maine .....	60,954,710	48,998,476	11,956,234
Buffalo, Rochester and Pittsburgh .....	22,438,127	18,453,000	3,985,127
Central New England .....	<i>a</i> 7,234,943	<i>a</i> 6,367,000	<i>a</i> 867,943
Central Railroad of New Jersey .....	27,512,158	4,007,800	23,504,358
Chicago, Indiana and Southern .....			
Chicago, Terre Haute and Southeastern ..	<i>b</i>		
Cincinnati, Hamilton and Dayton .....	58,320,612	53,887,255	4,433,357
Cincinnati Northern .....	<i>c</i> 5,088,079	<i>c</i> 5,300,000	211,921
Cleveland, Cincinnati, Chicago & St. Louis..	60,524,491	50,567,827	9,956,664
Dayton and Union .....	<i>c</i> 36,390	<i>c</i> 226,080	189,690
Delaware and Hudson .....	<i>d</i>		
Delaware, Lackawanna and Western .....	32,448,435	1,400,720	31,047,715
Detroit, Toledo and Ironton .....	<i>e</i> 11,258,323	<i>c</i> 395,348	<i>c</i> 10,862,975
Erie .....	159,628,239	125,275,154	34,353,085
Grand Rapids and Indiana .....	1,990,590	1,155,554	835,036
Hocking Valley .....	616,863	<i>c</i> 8,672,615	<i>a</i> 9,289,478
Indiana Harbor Belt .....	<i>f</i>	<i>f</i>	<i>f</i>
Kanawha and Michigan .....	4,856,185	2,101,400	2,754,785
Lake Erie and Western .....	351,475	102,872	248,603
Lake Shore and Michigan Southern .....	177,009,420	120,483,708	56,525,712
Lehigh Valley .....	95,257,710	72,164,569	23,093,141
Long Island .....	53,656,550	44,661,869	8,994,681
Maine Central .....	9,512,117	8,803,292	708,825
Michigan Central .....	52,672,520	22,653,480	30,019,040
Monongahela .....	1,337,517	<i>c</i> 88,000	1,425,517
New Jersey and New York .....	166,611	55,840	110,771
New York Central and Hudson River ....	373,145,173	353,029,235	20,115,938
New York, Chicago and St. Louis .....	15,854,880	8,945,000	6,909,880
New York, New Haven and Hartford ....	406,759,035	372,109,092	34,649,943
New York, Philadelphia and Norfolk .....	3,856,525	1,537,625	2,318,900
New York, Susquehanna and Western ....	1,442,302	<i>c</i> 193,704	1,636,006
Pennsylvania Lines (East of Pittsburgh)...	586,682,340	509,533,152	77,149,188
Pennsylvania Lines (West of Pittsburgh)...	203,718,721	167,241,738	36,476,983
Philadelphia and Reading .....	25,280,647	4,308,973	20,971,674
Rutland .....	13,388,423	10,193,300	3,195,123
Toledo, Peoria and Western .....	490,733	454,984	35,749
Toledo, St. Louis and Western .....	<i>g</i> 16,594,701	<i>g</i> 13,077,000	<i>g</i> 3,517,701
Vandalia .....			
Western Maryland .....			
Wheeling and Lake Erie .....	45,682,011	35,850,791	9,831,220
Wabash Pittsburgh Terminal .....	<i>e</i> 7,076,659	<i>c</i> 6,365,638	<i>c</i> 711,021
West Side Belt .....	<i>i</i> 4,532,580	<i>i</i> 3,930,643	<i>i</i> 601,937
Total .....	\$2,997,926,651	\$2,497,658,578	\$509,624,003

- a* Increase 1911 over 1900.  
*b* Organized in 1910.  
*c* Decrease.  
*d* Figures for 1911 only  
*e* Increase 1911 over 1905.  
*f* Information not available.  
*g* Increase 1911 over 1901.  
*i* Increase 1911 over 1898.



NUMBER OF TONS CARRIED ONE MILE.  
*By Selected Railroads.*

Railroad.	1912.	1911.	1910.	1909.	1908.	1907.	1902.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	12,490,418.797	11,703,539.445	12,024,583.527	9,270,745.209	9,787,415.333	11,330,133.482	7,495,527.780
Boston and Maine.....	2,460,990.977	2,365,046.613	2,346,444.728	2 124,899.447	2,152,627.465	2,296,970.964	1,620,362.196
Buffalo, Rochester and Pittsburgh.....	1,704,307.001	1,590,341.454	1,572,897.173	1,244,946.097	1,296,618.957	1,393,102.709	1,015,032.236
Central New England .....	238,699.783	229,405.029	207,327.914	178,749.704	128,035.422	138 124.104	21,767.935
Central Railroad of New Jersey.....	2,210,299.757	2,207,907.503	2,136,956.761	1,976,813.125	2,068,692.138	2,127,862.875	1,319,293.857
Chicago, Indiana and Southern.....	794,603.234	745,654.541	733,338.761	599,567.496	537,820.445	476,753.221	a
Chicago, Terre Haute and Southeastern...	250,168.091	b111,791.156	.....	.....	.....	.....	.....
Cincinnati, Hamilton and Dayton.....	1,345,651.580	1,307,822.262	1,277,723.567	964,320.094	897,915.356	1,031,118.977	614,580.568
Cincinnati Northern .....	193,557.641	157,740.482	167,942.651	139,952.267	99,577.396	131,069.866	c
Cleveland, Cincinnati, Chicago & St. Louis.	3,734 190.413	3,626,562.172	3,579,039.371	2,985,759.738	2,741,143.293	2,773,661.311	2,012,387.493
Dayton and Union .....	2,248.016	2,019.146	4,864.146	6,566.489	3,899.557	3,737.498	2,758.701
Delaware and Hudson .....	2,627,036.235	2,529,694.837	2,442,360.041	2,261,486.458	2,305,158.147	2,360,397.591	1,220,038.24
Delaware, Lackawanna and Western.....	3,609,221.303	3,642 161.113	3,675,364.577	3 363.062.727	3,471,624.478	3,507,421.635	2,140,293.867
Detroit, Toledo and Ironton.....	375,406.597	397,669.420	374,506.378	323,555.544	330,311.469	329,122.214	d
Erie .....	5,876,565.722	5,871,078,999	5,505,805.611	5,255,420.740	4,934 385.714	5,521,004.824	4,129,880.956
Grand Rapids and Indiana.....	436,297.914	454 659.613	468,941.481	402,819.486	405,713.604	457,717.059	280,133 304
Hocking Valley .....	1,377,072,118	1,323,368,501	1,405,193.759	996,925.226	929,267.019	1 088,058,280	1,003,371.955
Indiana Harbor Belt.....	e	e	e	e	e	e	e
Kanawha and Michigan .....	677,137.798	671,442.265	461,142.238	349,910.620	340,745.932	365,855.628	191,937 896
Lake Erie and Western.....	682,398.652	654,673.501	657,481.836	497,614.127	477,179.738	558,563 684	458,434.063
Lake Shore and Michigan Southern.....	6,240,817.264	5,952,801.483	6,293 122.871	5,164,131.107	5,113,945.136	5,656,030.216	3,957,462.438
Lehigh Valley .....	4,785,077.386	4,884,206.197	4,736,557.964	4,397,809.337	4,795 037.517	4,770,099.930	3,418,884.789
Long Island .....	95,689.304	96,172.821	92,922.659	83,469.138	80,381.488	79,057.814	50,859.781
Maine Central .....	612,514.656	534,643.972	556,090.797	502,950.065	479,425.571	490,360.187	330,460.107
Michigan Central .....	3,040,510.461	3,078,619.236	3,009,928.840	2,733,658.714	2,771,232,721	3 030,132,741	1,986,940.625
Monongahela .....	93,591.570	83,401.762	109,378.018	67,126.090	59,152.054	77,759.572	f
New Jersey and New York.....	4,358,855	4,213,199	3,975,533	4,383,431	4,005,132	3,553,834	2,974,262
New York Central and Hudson River....	9,668,031,269	9,376,922,092	9,103,015.567	8,193,632,309	8,332,062,811	8,964,145.260	6,407,594,086
New York, Chicago and St. Louis.....	1,889 624.709	1,806,370.349	1,780,190.646	1,481,402.060	1 547,027.062	1,653,421,806	1,247,208.984
New York, New Haven and Hartford....	2,343,040.109	2,181,557.124	2,124,680.965	1,872,419,423	1,787,661,842	1,927,686.950	1,444,544.216
New York, Philadelphia and Norfolk....	362,018,316	348,305,383	346,086,703	291,276,771	271,571,114	271,735,402	133,180,486
New York, Susquehanna and Western...	158,713,746	178,826 433	168,027,376	145,572,873	162,525,288	155,778,881	139,528,491
Pennsylvania Lines (East of Pittsburgh)..	20,512,522,816	19,594,305,019	20,405,956,757	17,714,625,590	19,007 859,612	20,144,357,704	13,093,537,435
Pennsylvania Lines (West of Pittsburgh)	7,086,124,346	6,565,536,802	7,074,354,293	5,213,368,128	5,451,451,781	6,501,804,599	3,949 867,600
Philadelphia and Reading .....	4,792,741 387	4,664,888,925	4,606,584,191	3,908 349,135	4,191,614,651	4,438,523,967	2,843,807,761
Rutland .....	240,651,633	252,968,584	248,202,972	212,932,992	209,325,426	216,442,140	155,609,376
Toledo, Peoria and Western.....	57,253,545	58,813,146	49,592,940	48,371 156	65,579,694	64,767,164	57,203,946
Toledo, St. Louis and Western.....	594,292,909	585,108,885	619,644,032	531,797,878	612,646,605	669,934,227	357,885,668
Vandalia .....	1,002,134,710	1,115,478,145	999,335,805	823,321,791	871,586,754	996,775,955	g
Western Maryland.....	1,006,731,817	949,828,091	c	784,922,532	697,908,324	648,554,263	263,590,192
Wheeling and Lake Erie.....	1,175,463,368	1,059,785,592	1,100,045,300	889,916,252	933,018,545	1,130 880,732	582,258,711
Wabash Pittsburgh Terminal .....	60,565,480	63,309,563	63,998,515	79,964,195	90,269,411	124,386,511	h
West Side Belt .....	32 649,936	25,993,381	25,246,434	14,450,016	12 464,361	16,208,486	540,036
Total.....	106,941,391,221	103,054,634,236	102,577,853 708	88,102,965,577	90,455,884,363	97,923,074,263	63,949,740,039

a Organized April 9, 1906.  
b Organized in 1910; figures for first six months of 1911.  
c Information not in available form.  
d Organized in 1905.  
e Information not available.  
f Began operations August 31, 1903.  
g Company consolidated December 29, 1904.  
h Organized May 7, 1904.





FREIGHT TRAIN MILES.

By Selected Railroads.

Railroad.	1912.	1911.	1910.	1909.	1908.	1907.	1902.
Baltimore and Ohio } .....	22,059,201	26,076,312	26,667,468	21,271,642	23,423,737	25,782,759	18,437,705
Baltimore and Ohio Southwestern }							
Boston and Maine.....	9,081,055	9,383,463	9,305,204	8,700,926	8,992,064	9,661,217	7,857,575
Buffalo, Rochester and Pittsburgh.....	2,603,712	2,470,974	2,415,817	2,039,125	2,373,320	2,450,628	2,352,747
Central New England .....	695,284	770,077	741,797	658,090	511,530	572,602	156,174
Central Railroad of New Jersey.....	4,231,827	4,002,760	4,058,662	3,768,930	3,897,743	4,154,260	2,874,296
Chicago, Indiana and Southern.....	1,266,625	1,277,252	1,291,994	1,066,730	1,071,713	1,046,054	<i>a</i>
Chicago, Terre Haute and Southeastern....	487,984	<i>b</i> 224,525	.....	.....	.....	.....	.....
Cincinnati, Hamilton and Dayton.....	2,423,784	2,770,910	2,734,661	2,221,763	2,182,668	2,418,731	1,769,728
Cincinnati Northern .....	547,297	445,829	450,367	408,382	329,020	367,808	<i>g</i>
Cleveland, Cincinnati, Chicago and St. Louis.	8,255,558	8,295,756	8,057,499	7,362,297	6,882,787	6,601,554	6,057,834
Dayton and Union .....	28,965	29,529	31,243	35,119	29,648	30,127	29,193
Delaware and Hudson .....	5,445,705	5,570,843	5,644,776	5,547,735	5,458,023	5,010,314	3,204,614
Delaware, Lackawanna and Western.....	6,206,509	6,241,877	6,660,024	6,609,361	7,157,494	7,281,608	5,694,416
Detroit, Toledo and Ironton.....	1,039,865	1,185,529	1,023,787	782,966	772,132	768,549	<i>d</i>
Erie . . . . .	10,926,433	11,045,838	11,008,903	11,125,958	10,618,367	11,795,641	10,849,916
Grand Rapids and Indiana.....	1,393,737	1,568,146	1,578,489	1,381,829	1,395,851	1,536,194	1,182,381
Hocking Valley .....	1,587,368	1,769,578	2,133,834	1,661,305	1,530,930	1,719,912	1,446,874
Indiana Harbor Belt .....	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>
Kanawha and Michigan .....	889,546	955,175	835,498	808,743	741,536	772,725	481,545
Lake Erie and Western.....	1,819,435	1,799,507	1,736,721	1,537,845	1,359,975	1,481,324	1,479,905
Lake Shore and Michigan Southern.....	9,302,760	9,844,183	10,247,892	8,409,311	8,547,334	8,778,969	6,937,493
Lehigh Valley .....	8,338,986	8,854,690	8,625,648	8,107,392	9,212,992	9,062,057	7,323,684
Long Island .....	600,191	576,869	554,626	497,054	525,654	555,922	422,500
Maine Central .....	2,295,323	1,871,748	1,839,273	1,799,162	1,822,113	1,674,948	1,322,013
Michigan Central .....	6,536,041	<i>b</i> 914,061	6,743,861	6,578,762	6,667,911	6,816,842	6,295,980
Monongahela . . . . .	149,546	139,694	173,523	135,685	129,664	174,872	<i>e</i>
New Jersey and New York.....	38,231	38,173	42,510	43,185	42,297	39,596	31,362
New York Central and Hudson River.....	21,860,154	21,946,502	21,977,327	20,220,424	20,822,501	21,329,433	18,379,808
New York, Chicago and St. Louis.....	5,325,575	5,240,705	4,830,667	4,337,900	4,552,698	4,547,556	3,946,433
New York, New Haven and Hartford.....	7,833,057	7,350,883	7,069,650	6,757,577	7,186,020	7,877,496	6,395,676
New York, Philadelphia and Norfolk.....	513,423	500,762	511,759	462,345	459,781	460,981	299,155
New York, Susquehanna and Western.....	502,836	539,059	605,790	591,156	667,272	706,821	643,153
Pennsylvania Lines (East of Pittsburgh)...	30,217,656	29,482,865	31,263,216	27,704,174	32,420,442	36,473,336	26,106,923
Pennsylvania Lines (West of Pittsburgh)...	13,530,870	13,456,794	13,836,867	11,001,944	11,837,628	12,962,222	9,718,434
Philadelphia and Reading .....	9,201,444	9,153,743	9,410,210	8,364,514	8,924,593	10,784,990	9,739,461
Rutland . . . . .	790,199	834,237	782,763	699,497	731,251	802,998	625,692
Toledo, Peoria and Western.....	294,926	294,309	266,259	234,297	298,951	295,791	401,727
Toledo, St. Louis and Western.....	1,441,411	1,297,439	1,287,399	1,153,706	1,317,574	1,423,570	1,253,142
Vandalia . . . . .	2,729,613	3,201,389	2,948,790	2,672,298	2,954,683	3,163,214	<i>f</i>
Western Maryland .....	1,966,298	2,027,854	<i>g</i>	1,787,397	1,646,660	1,676,596	812,683
Wheeling and Lake Erie.....	1,673,953	1,656,054	1,801,938	1,510,844	1,624,261	1,869,406	1,343,911
Wabash Pittsburgh Terminal .....	110,928	119,119	116,364	149,542	187,407	240,947	<i>h</i>
West Side Belt .....	54,516	57,813	48,881	43,199	47,299	50,487	5,947
Total.....	206,297,827	211,282,826	211,361,957	190,250,111	201,355,524	215,221,057	165,880,080

*a* Organized April, 1906.  
*b* Organized in 1910, figures for the first six months in 1911.  
*c* Information not available.  
*d* Organized May, 1905.  
*e* Began operations August, 1903.  
*f* Consolidated December, 1904.  
*g* Information not available in proper form.  
*h* Organized in May, 1904.





# NUMBER OF FIREMEN.

By Selected Railroads.

Railroad.	1912.	1911.	1910.	1909.	1908.	1907.	1902.
Baltimore and Ohio	3,238	3,033	3,083	2,597	2,886	3,184	2,418
Baltimore and Ohio Southwestern							
Boston and Maine	1,260	1,524	1,210	1,130	1,267	1,305	1,129
Buffalo, Rochester and Pittsburgh	<i>d</i>	240	251	211	196	235	207
Central New England	65	58	58	70	44	61	20
Central Railroad of New Jersey	586	579	581	488	488	585	464
Chicago, Indiana and Southern	83	78	68	80	63	70	<i>a</i>
Chicago, Terre Haute and Southeastern	36	<i>b</i> 33					
Cincinnati, Hamilton and Dayton	331	380	351	248	315	285	203
Cincinnati Northern	33	32	33	27	27	29	<i>h</i>
Cleveland, Cincinnati, Chicago and St. Louis	644	643	709	608	559	691	505
Dayton and Union	6	6	6	6	5	6	<i>g</i>
Delaware and Hudson	550	544	489	495	642	544	314
Delaware, Lackawanna and Western	816	796	846	760	853	873	744
Detroit, Toledo and Ironton	60	73	75	55	69	89	<i>c</i>
Erie	1,354	1,374	1,492	1,499	1,583	1,514	1,301
Grand Rapids and Indiana	139	132	138	135	112	122	113
Hocking Valley	193	215	195	185	229	218	200
Indiana Harbor Belt	74	73	59	65	55	56	<i>d</i>
Kanawha and Michigan	100	97	88	85	92	109	53
Lake Erie and Western	143	142	137	119	123	128	131
Lake Shore and Michigan Southern	1,244	1,228	1,298	1,062	1,043	1,257	794
Lehigh Valley	990	1,010	933	921	1,072	1,008	765
Long Island	184	194	196	187	235	225	150
Maine Central	228	243	244	204	211	237	161
Michigan Central	822	800	769	700	742	766	694
Monongahela	32	26	35	21	18	32	<i>e</i>
New Jersey and New York	18	19	20	21	24	28	14
New York Central and Hudson River	2,186	2,230	2,241	2,060	2,023	2,533	2,020
New York, Chicago and St. Louis	280	285	233	223	247	232	181
New York, New Haven and Hartford	1,241	1,265	1,235	1,180	1,300	1,389	1,047
New York, Philadelphia and Norfolk	54	45	45	30	29	36	15
New York, Susquehanna and Western	77	84	75	73	81	79	52
Pennsylvania Lines (East of Pittsburgh)	4,168	3,926	4,131	3,626	3,670	4,337	3,059
Pennsylvania Lines (West of Pittsburgh)	1,549	1,239	1,428	1,124	1,067	1,371	989
Philadelphia and Reading	1,002	1,013	1,060	2,060	1,010	1,235	842
Rutland	91	88	80	69	71	78	104
Toledo, Peoria and Western	29	28	25	25	27	27	30
Toledo, St. Louis and Western	76	93	92	81	81	98	81
Vandalia	220	214	232	197	229	267	<i>f</i>
Western Maryland	333	267	291	223	192	258	78
Wheeling and Lake Erie	242	233	297	268	257	292	120
Wabash Pittsburgh Terminal	18	18	19	18	15	22	<i>g</i>
West Side Belt	8	8	8	7	3	3	1
Total	24,803	24,338	24,856	23,243	23,255	25,914	19,005
	<i>k</i> 24,247	<i>k</i> 23,551	.....	.....	.....	<i>k</i> 25,114	<i>k</i> 18,798

*a* Company organized April, 1906.

*b* Company organized 1910, figures for first six months 1911.

*c* Company organized May, 1905.

*d* Information not available.

*e* Began operations August, 1903.

*f* Consolidated in December, 1904.

*g* Organized in May, 1904.

*h* Information not available in proper form.

*k* Totals excluding figures for roads not shown in other years.



## COAL CONSUMED (TONS)

*By Selected Railroads.*

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio } ...	5,362,171	5,652,683	4,802,885	2,986,204
Baltimore and Ohio Southwestern }				
Boston and Maine .....	1,635,180	1,596,487	1,440,455	858,003
Buffalo, Rochester and Pittsburgh.....	544,398	516,587	541,933	373,620
Central New England .....	132,527	122,390	94,969	27,400
Central Railroad of New Jersey.....	1,019,783	916,711	925,966	626,403
Chicago, Indiana and Southern.....	192,899	197,723	164,409	<i>a</i>
Chicago, Terre Haute and Southeastern.	107,325	<i>b</i> 51,377	.....	.....
Cincinnati, Hamilton and Dayton.....	600,115	616,010	532,750	293,222
Cincinnati Northern .....	83,465	70,656	55,821	<i>j</i>
Cleveland, Cincinnati, Chicago and St. Louis .....	1,835,248	1,909,080	1,488,742	972,327
Dayton and Union.....	9,449	9,021	9,277	10,540
Delaware and Hudson .....	1,255,293	1,243,932	1,098,952	562,065
Delaware, Lackawanna and Western....	1,671,716	1,692,470	1,577,776	1,089,022
Detroit, Toledo and Ironton.....	153,628	176,036	148,415	<i>c</i>
Erie .....	2,497,621	2,475,063	2,479,216	1,817,713
Grand Rapids and Indiana.....	248,519	266,071	214,461	142,938
Hocking Valley .....	375,157	381,813	345,991	299,023
Indiana Harbor Belt .....	138,466	<i>d</i>	<i>d</i>	<i>d</i>
Kanawha and Michigan .....	159,011	147,931	128,292	68,969
Lake Erie and Western.....	320,937	<i>d</i>	<i>d</i>	<i>d</i>
Lake Shore and Michigan Southern....	2,209,151	2,346,370	1,998,902	1,083,882
Lehigh Valley .....	1,944,079	1,959,440	1,834,464	1,184,790
Long Island .....	277,246	291,337	312,113	153,499
Maine Central .....	369,803	342,753	296,182	204,170
Michigan Central .....	1,444,149	1,406,477	1,245,628	719,256
Monongahela .....	38,194	40,466	41,601	<i>e</i>
New Jersey and New York.....	35,611	34,593	32,828	21,832
New York Central and Hudson River...	4,697,876	4,604,903	4,459,100	3,032,719
New York, Chicago and St. Louis.....	658,690	621,690	539,614	350,123
New York, New Haven and Hartford <i>f</i> ..	1,876,175	1,804,537	1,864,969	1,266,198
New York, Philadelphia and Norfolk...	87,613	88,711	67,425	33,475
New York, Susquehanna and Western..	149,235	152,386	135,077	100,918
Pennsylvania Lines (East of Pittsburgh)	7,266,971	6,975,152	7,220,925	4,525,860
Pennsylvania Lines (West of Pittsburgh)	2,560,662	2,393,978	2,128,994	1,213,088
Philadelphia and Reading .....	2,218,359	2,132,520	2,048,700	1,407,329
Rutland .....	180,619	181,062	144,591	96,435
Toledo, Peoria and Western.....	59,847	61,803	54,453	44,312
Toledo, St. Louis and Western.....	259,914	245,406	250,646	180,559
Vandalia .....	573,475	621,299	560,973	<i>g</i>
Western Maryland .....	497,489	459,711	345,085	105,630
Wheeling and Lake Erie.....	377,172	378,262	388,048	199,058
Wabash Pittsburgh Terminal .....	32,307	35,227	48,873	<i>h</i>
West Side Belt .....	16,827	14,598	13,378	890
Total.....	46,174,372	45,234,722	42,082,879	26,051,472
	<i>m</i> 44,533,676	.....	.....	.....

*a* Organized April, 1906.*b* Organized 1910. Figures for six months.*c* Organized in May, 1905.*e* Began operations August, 1903.*f* Includes coke.*g* Consolidated December, 1904.*h* Organized May, 1904.*j* Information not available in proper form.*m* Total excluding roads not shown in 1902.





# AVERAGE AMOUNT OF FUEL CONSUMED PER LOCOMOTIVE MILE (POUNDS).

By Selected Railroads.

Railroad.	1912.	1911.	1910.	1909.	1908.	1907.	1902.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	176.19	175.61	165.75	162.40	161.63	150.50	125.22
Boston and Maine .....	117.34	111.61	105.51	104.67	99.89	95.65	73.08
Buffalo, Rochester and Pittsburgh.....	165.01	161.14	163.30	161.31	166.25	160.38	116.23
Central New England .....	157.33	146.11	148.27	152.26	150.70	130.77	85.05
Central Railroad of New Jersey.....	149.46	145.01	141.18	140.88	137.65	135.65	118.23
Chicago, Indiana and Southern.....	171.95	171.53	163.17	155.80	162.85	169.36	<i>a</i>
Chicago, Terre Haute and Southeastern.....	185.96	<i>b</i> 186.35	.....	.....	.....	.....	.....
Cincinnati, Hamilton and Dayton.....	166.88	161.16	148.95	146.55	146.96	140.99	120.59
Cincinnati Northern .....	151.46	134.47	115.63	112.14	113.94	109.46	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis.....	160.52	160.02	156.53	148.51	146.65	139.21	116.06
Dayton and Union .....	98.33	89.89	89.79	85.20	97.64	90.79	87.25
Delaware and Hudson .....	189.26	191.40	189.31	190.14	168.31	153.89	128.47
Delaware, Lackawanna and Western.....	166.25	169.08	163.36	151.82	153.57	122.20	103.49
Detroit, Toledo and Ironton.....	168.00	165.00	157.43	151.78	150.86	158.42	<i>d</i>
Erie .....	165.37	167.42	169.30	174.30	175.04	160.61	127.90
Grand Rapids and Indiana.....	123.71	125.84	119.36	115.78	118.24	112.20	82.23
Hocking Valley .....	184.36	181.91	176.83	174.35	169.29	156.14	160.86
Indiana Harbor Belt .....	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>
Kanawha and Michigan.....	159.23	148.47	137.08	138.04	130.44	132.80	137.33
Lake Erie and Western.....	156.20	146.44	148.30	148.23	162.67	157.17	118.05
Lake Shore and Michigan Southern.....	147.69	145.82	141.87	138.94	143.02	137.89	105.00
Lehigh Valley .....	179.99	176.19	165.35	167.89	168.71	163.24	127.96
Long Island .....	115.89	112.51	108.04	105.76	116.18	105.75	63.72
Maine Central .....	116.23	111.57	101.40	104.48	107.35	96.87	81.69
Michigan Central .....	134.77	127.08	121.60	122.24	121.45	117.17	81.73
Monongahela .....	160.06	175.10	188.00	175.36	152.58	153.41	<i>f</i>
New Jersey and New York.....	155.85	160.30	150.87	154.42	164.58	138.16	101.35
New York Central and Hudson River.....	135.41	133.71	131.48	130.23	138.79	127.31	94.76
New York, Chicago and St. Louis.....	150.95	144.47	143.20	138.86	141.17	138.32	108.49
New York, New Haven and Hartford.....	120.39	118.39	118.15	113.35	118.56	112.58	90.40
New York, Philadelphia and Norfolk.....	159.12	158.20	150.26	153.62	140.37	137.76	112.15
New York, Susquehanna and Western.....	174.44	173.14	166.58	163.48	161.29	141.00	136.74
Pennsylvania Lines (East of Pittsburgh).....	148.43	148.18	146.27	142.41	148.30	144.74	121.35
Pennsylvania Lines (West of Pittsburgh).....	144.26	141.90	135.49	128.60	130.19	125.77	98.72
Philadelphia and Reading.....	174.40	168.07	159.10	154.03	156.34	136.20	113.13
Rutland .....	123.59	123.99	117.47	112.84	121.76	106.27	70.99
Toledo, Peoria and Western.....	134.32	136.27	128.59	134.57	136.55	126.19	85.71
Toledo, St. Louis and Western.....	180.45	173.44	175.53	174.86	168.36	139.69	119.35
Vandalia .....	154.68	153.27	146.16	140.11	141.77	138.97	<i>g</i>
Western Maryland .....	180.86	170.40	<i>e</i>	166.96	175.21	147.72	114.78
Wheeling and Lake Erie.....	166.89	168.65	161.11	171.45	165.79	156.72	115.70
Wabash Pittsburgh Terminal .....	167.64	175.43	180.83	163.98	162.32	164.86	<i>h</i>
West Side Belt .....	187.59	195.38	165.31	155.85	147.17	145.72	153.65

*a* Organized April, 1906.

*b* Organized in 1910, figures for first six months in 1911.

*c* Information not available in proper form.

*d* Organized in May, 1905.

*e* Information not available.

*f* Began operations in August, 1903.

*g* Consolidated Dec., 1904.

*h* Organized in May, 1904.



## PASSENGER DENSITY.

*By Selected Railroads.*

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio } . . .	171,977	179,506	.....	152,468
Baltimore and Ohio Southwestern } . . .				
Boston and Maine . . . . .	392,449	384,552	.....	289,252
Buffalo, Rochester and Pittsburgh . . . .	89,302	90,579	.....	87,396
Central New England . . . . .	51,834	53,446	.....	46,511
Central Railroad of New Jersey . . . . .	552,527	513,735	.....	313,902
Chicago, Indiana and Southern . . . . .	49,444	48,210	.....	<i>a</i>
Chicago, Terre Haute and Southeastern . .	49,928	<i>b</i> 23,516	.....	.....
Cincinnati, Hamilton and Dayton . . . . .	99,051	106,755	.....	134,310
Cincinnati Northern . . . . .	48,619	52,989	.....	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis . . . . .	207,807	221,565	.....	154,385
Dayton and Union . . . . .	83,777	94,187	.....	104,416
Delaware and Hudson . . . . .	171,095	168,335	.....	146,263
Delaware, Lackawanna and Western . . . .	595,839	607,374	.....	410,336
Detroit, Toledo and Ironton . . . . .	20,972	20,216	.....	<i>d</i>
Erie . . . . .	287,847	305,872	.....	258,730
Grand Rapids and Indiana . . . . .	155,180	151,875	.....	95,660
Hocking Valley . . . . .	148,175	150,257	.....	93,263
Indiana Harbor Belt . . . . .	<i>e</i>	<i>e</i>	.....	<i>e</i>
Kanawha and Michigan . . . . .	105,601	108,854	.....	41,916
Lake Erie and Western . . . . .	59,154	63,700	.....	80,021
Lake Shore and Michigan Southern . . . .	413,415	407,447	.....	270,832
Lehigh Valley . . . . .	183,933	180,105	.....	150,343
Long Island . . . . .	1,338,369	1,201,447	.....	607,818
Maine Central . . . . .	135,343	155,238	.....	128,559
Michigan Central . . . . .	220,196	208,192	.....	144,439
Monongahela . . . . .	14,827	15,908	.....	<i>f</i>
New Jersey and New York . . . . .	1,230,973	1,159,992	.....	449,412
New York Central and Hudson River . . .	547,200	533,021	.....	431,748
New York, Chicago and St. Louis . . . . .	164,413	175,934	.....	158,887
New York, New Haven and Hartford . . .	758,674	765,527	.....	505,195
New York, Philadelphia and Norfolk . . .	181,271	166,398	.....	88,175
New York, Susquehanna and Western . . .	333,542	360,342	.....	229,089
Pennsylvania Lines (East of Pittsburgh) .	440,145	427,110	.....	295,570
Pennsylvania Lines (West of Pittsburgh) .	298,924	319,253	.....	170,733
Philadelphia and Reading . . . . .	3,927,040	404,840	.....	304,506
Rutland . . . . .	112,265	107,453	.....	76,680
Toledo, Peoria and Western . . . . .	91,796	90,749	.....	54,100
Toledo, St. Louis and Western . . . . .	49,400	56,788	.....	55,166
Vandalia . . . . .	139,087	142,081	.....	<i>g</i>
Western Maryland . . . . .	98,040	100,672	.....	120,276
Wheeling and Lake Erie . . . . .	86,162	85,757	.....	53,678
Wabash Pittsburgh Terminal . . . . .	71,669	74,929	.....	<i>h</i>
West Side Belt . . . . .	20,688	16,228	.....	81,725
Total . . . . .	14,197,950	10,500,934	.....	6,785,766

*a* Organized April, 1906.*b* Organized 1910. Figures for first six months of 1911.*c* Information not available in proper form.*d* Organized May, 1905.*e* Information not available.*f* Began operations August, 1903.*g* Consolidated December, 1904.*h* Organized in May, 1904.





## TOTAL REVENUE TRAIN MILEAGE.

*By Selected Railroads.*

1912-1907, 1902.

Railroads.	1912.	1911.	1910.	1909.	1908.	1907.	1902.
Baltimore and Ohio	38,252,165	42,487,764	42,848,686	36,209,612	38,356,692	40,664,752	30,061,908
Baltimore and Ohio Southwestern } .....	21,370,434	22,212,987	21,798,352	20,606,132	21,376,831	21,915,676	18,762,534
Boston and Maine .....	3,950,364	3,776,745	3,613,684	3,140,973	3,518,080	3,640,054	3,313,495
Buffalo, Rochester and Pittsburgh.....	1,260,726	1,406,329	1,405,541	1,312,351	1,103,402	1,126,921	525,130
Central New England .....	8,908,421	8,236,799	8,186,013	7,809,695	7,967,645	8,603,493	6,492,530
Central Railroad of New Jersey.....	1,788,244	1,801,415	1,869,117	1,590,221	1,491,681	1,480,757	<i>a</i>
Chicago, Indiana and Southern.....	822,010	<i>b</i> 389,957	.....	.....	.....	.....	.....
Chicago, Terre Haute and Southeastern....	4,666,293	5,109,412	5,176,415	4,724,579	4,820,964	5,160,627	3,434,479
Cincinnati, Hamilton and Dayton.....	861,594	762,874	759,172	698,340	612,902	650,348	<i>c</i>
Cincinnati Northern .....	15,593,634	16,281,240	15,903,789	14,638,885	13,962,379	13,962,654	11,557,581
Cleveland, Cincinnati, Chicago and St. Louis.	193,034	202,316	207,205	210,419	205,440	204,352	238,153
Dayton and Union .....	8,266,115	8,360,618	8,367,004	8,320,443	8,533,545	8,350,742	5,833,415
Delaware and Hudson .....	12,134,649	12,152,607	12,461,019	12,351,132	12,883,294	12,973,942	10,903,598
Delaware, Lackawanna and Western.....	1,513,439	1,710,581	1,540,687	1,217,482	1,314,036	1,253,725	<i>d</i>
Detroit, Toledo and Ironton.....	20,071,196	20,005,073	19,798,739	19,790,567	19,215,928	19,805,620	18,569,419
Grand Rapids and Indiana.....	3,031,073	3,301,613	3,289,664	2,856,975	2,787,132	3,085,132	2,579,856
Hocking Valley .....	2,423,401	2,605,952	2,975,782	2,514,631	2,370,370	2,540,864	2,136,646
Indiana Harbor Belt . . . . .	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>	<i>e</i>
Kanawha and Michigan .....	1,364,223	1,390,776	1,261,372	1,242,672	1,172,985	1,145,254	776,940
Lake Erie and Western.....	3,232,236	3,231,595	3,135,862	2,899,068	2,585,928	2,912,801	2,875,096
Lake Shore and Michigan Southern.....	18,907,102	19,726,683	19,696,051	16,569,126	16,821,426	17,244,873	12,528,035
Lehigh Valley .....	13,271,749	13,708,331	13,218,100	12,564,749	13,638,669	13,481,672	11,611,808
Long Island .....	6,052,841	6,027,907	5,191,307	4,686,748	4,670,289	4,974,566	4,011,609
Maine Central .....	5,132,625	4,336,395	4,250,087	4,169,139	4,221,631	3,977,664	3,306,394
Michigan Central .....	13,292,973	13,748,621	13,257,966	12,613,271	12,794,057	12,703,262	11,647,776
Monongahela . . . . .	233,119	223,086	254,554	212,813	206,981	252,465	<i>f</i>
New Jersey and New York.....	439,471	416,831	388,513	388,737	381,876	409,473	401,382
New York Central and Hudson River.....	48,051,861	48,176,557	48,047,594	44,351,412	45,473,243	45,786,902	41,404,856
New York, Chicago and St. Louis.....	6,528,402	6,447,818	6,009,996	5,524,601	5,748,319	5,777,658	5,158,453
New York, New Haven and Hartford.....	24,360,754	23,556,055	22,768,864	21,871,082	22,975,738	24,107,112	21,327,061
New York, Philadelphia and Norfolk.....	825,502	811,016	766,659	708,023	743,030	750,051	505,069
New York, Susquehanna and Western.....	1,215,188	1,259,300	1,316,107	1,269,746	1,328,794	1,289,777	1,157,602
Pennsylvania Lines (East of Pittsburgh)...	58,388,778	56,905,269	56,639,826	51,960,434	57,501,552	61,421,003	45,856,777
Pennsylvania Lines (West of Pittsburgh)...	22,767,935	22,081,525	21,970,902	18,431,160	19,719,442	20,768,517	15,628,637
Philadelphia and Reading .....	16,167,834	16,072,713	16,402,742	14,828,490	15,493,623	17,503,858	16,246,161
Rutland . . . . .	2,216,437	2,187,394	2,081,976	1,801,649	1,812,610	1,910,947	1,780,137
Toledo, Peoria and Western.....	794,044	800,263	762,112	683,030	755,136	760,289	836,925
Toledo, St. Louis and Western.....	2,244,986	2,187,177	2,150,700	1,994,942	2,278,162	2,320,281	2,106,405
Vandalia . . . . .	5,431,913	5,901,781	5,580,184	5,216,042	5,554,541	5,725,347	<i>g</i>
Western Maryland .....	3,121,258	3,194,090	<i>c</i>	2,886,014	2,765,611	2,830,336	1,308,704
Wheeling and Lake Erie.....	2,657,248	2,630,989	2,756,299	2,361,156	2,465,574	2,694,136	2,148,102
Wabash Pittsburgh Terminal .....	267,572	275,535	259,119	288,844	333,785	388,923	<i>h</i>
West Side Belt .....	74,169	78,025	52,081	43,199	67,422	76,524	18,643
Total.....	402,147,012	406,180,014	398,059,902	367,558,584	382,030,745	396,633,350	317,051,316
	<i>j</i> 391,229,121	<i>j</i> 395,114,785	.....	.....	.....	<i>j</i> 386,881,785	.....

*a* Organized April, 1906.*b* Organized in 1910—figures first six months, 1911.*c* Information not available in proper form.*d* Organized in May, 1905.*e* Information not available.*f* Began operations August, 1903.*g* Consolidated December, 1904.*h* Organized May, 1904.*j* Total excluding roads not shown in 1902.





NON-REVENUE SERVICE TRAIN MILES.

*By Selected Railroads.*

Railroad.	1912.	1911.	1910.	1909.	1908.	1907.	1902.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	1,925,568	1,696,158	1,463,555	1,228,461	1,043,596	1,003,732	<i>a</i>
Boston and Maine.....	474,592	480,130	376,595	342,666	561,681	10,361,141	8,985,881
Buffalo, Rochester and Pittsburgh.....	212,102	267,319	220,956	155,632	233,922	289,204	251,910
Central New England.....	57,812	52,730	53,198	71,496	93,936	15,259	119,158
Central Railroad of New Jersey.....	434,200	411,642	451,496	390,347	404,197	466,016	480,578
Chicago, Indiana and Southern.....	37,012	54,029	67,117	31,876	51,930	87,419	<i>b</i>
Chicago, Terre Haute and Southeastern....	1,112,787	<i>c</i> 19,022	.....	.....	.....	.....	.....
Cincinnati, Hamilton and Dayton.....	106,325	91,561	94,600	85,466	94,164	102,069	38,367
Cincinnati Northern.....	8,031	12,305	8,813	24,024	14,622	30,076	<i>d</i>
Cleveland, Cincinnati, Chicago and St. Louis.	237,987	440,297	277,772	446,887	211,040	824,826	24,502
Dayton and Union.....	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Delaware and Hudson.....	123,457	126,834	107,582	114,888	86,810	103,849	45,098
Delaware, Lackawanna and Western.....	646,204	559,209	627,103	531,489	599,009	563,440	605,747
Detroit, Toledo and Ironton.....	25,476	27,995	41,955	17,858	23,267	38,170	<i>e</i>
Erie.....	702,778	790,698	857,631	635,518	588,593	9,561,709	8,069,357
Grand Rapids and Indiana.....	131,459	192,596	169,162	132,897	115,494	753,699	918,773
Hocking Valley.....	77,386	115,799	100,742	87,918	82,736	87,801	68,862
Indiana Harbor Belt.....	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Kanawha and Michigan.....	58,650	51,982	46,345	69,623	69,348	96,392	49,601
Lake Erie and Western.....	25,975	29,291	71,107	18,090	38,129	63,474	176,037
Lake Shore and Michigan Southern.....	531,985	1,063,265	1,150,369	655,234	570,538	721,384	37,867
Lehigh Valley.....	718,124	670,315	906,530	574,906	334,132	1,224,432	1,119,960
Long Island.....	162,288	262,322	182,694	78,442	66,197	136,423	<i>a</i>
Maine Central.....	248,706	271,492	298,955	210,648	242,743	235,065	183,303
Michigan Central.....	172,011	362,418	458,205	279,603	296,189	352,056	153,582
Monongahela.....	43,769	51,876	76,907	30,126	41,804	75,014	<i>f</i>
New Jersey and New York.....	3,700	5,295	3,430	3,561	12,537	65,659	29,675
New York Central and Hudson River.....	2,401,581	2,437,469	2,498,545	1,788,628	2,402,158	2,078,262	3,303,236
New York, Chicago and St. Louis.....	176,289	198,040	160,093	71,615	139,698	372,981	196,354
New York, New Haven and Hartford.....	1,268,321	1,347,989	814,379	898,316	1,254,978	7,221,980	6,408,150
New York, Philadelphia and Norfolk.....	28,909	49,761	64,737	49,068	30,643	46,356	9,973
New York, Susquehanna and Western.....	14,152	8,713	17,648	22,412	33,542	569,838	267,712
Pennsylvania Lines (East of Pittsburgh)...	2,712,225	2,601,866	2,838,387	2,360,206	2,633,868	<i>a</i>	<i>a</i>
Pennsylvania Lines (West of Pittsburgh)...	1,266,326	1,500,092	1,601,933	1,061,170	1,219,487	2,310,683	1,208,023
Philadelphia and Reading.....	654,863	689,158	724,686	596,060	715,180	10,433,285	8,708,172
Rutland.....	54,933	46,057	26,666	33,822	28,113	32,053	159,143
Toledo, Peoria and Western.....	10,123	10,367	14,041	19,854	31,099	113,944	213,673
Toledo, St. Louis and Western.....	44,259	28,282	70,066	20,095	42,699	55,782	83,212
Vandalia.....	228,763	320,340	370,536	176,730	337,440	424,049	<i>g</i>
Western Maryland.....	66,438	57,229	<i>d</i>	36,739	60,928	117,789	333,524
Wheeling and Lake Erie.....	173,755	237,216	268,437	152,612	67,567	2,062,902	102,034
Wabash Pittsburgh Terminal.....	18,385	16,427	18,084	25,640	30,084	196,723	<i>h</i>
West Side Belt.....	17,040	28,213	40,687	15,633	22,045	105,688	<i>a</i>
Total.....	17,414,746	17,683,799	17,641,744	13,526,256	14,926,143	53,400,624	42,351,464

*a* Information not available.

*b* Organized April, 1906.

*c* Organized in 1910, figures for the first six months in 1911.

*d* Information not available in proper form.

*e* Organized in 1905.

*f* Began operations August, 1903.

*g* Company consolidated December, 1904.

*h* Organized May, 1904.



## TOTAL REVENUE LOCOMOTIVE MILEAGE.

*By Selected Railroads.*

1912-1908.

Railroads.	1912.	1911.	1910.	1909.	1908.
Baltimore and Ohio . . . . . } Baltimore and Ohio Southwestern } . . . . .	58,761,016	62,550,708	62,345,432	51,433,596	54,684,598
Boston and Maine . . . . .	30,057,557	31,051,055	30,684,067	28,656,277	29,953,582
Buffalo, Rochester and Pittsburgh . . . . .	6,391,731	6,148,248	6,272,255	5,321,910	5,940,509
Central New England . . . . .	1,629,956	1,618,597	1,622,498	1,518,955	1,364,202
Central Railroad of New Jersey . . . . .	13,187,762	12,201,077	12,191,387	11,199,274	11,823,303
Chicago, Indiana and Southern . . . . .	2,190,079	2,247,771	2,352,893	1,986,303	1,888,289
Chicago, Terre Haute and Southeastern . . . . .	1,112,787	<i>a</i> 533,723	.....	.....	.....
Cincinnati, Hamilton and Dayton . . . . .	7,077,685	7,536,244	7,658,454	6,577,547	6,828,251
Cincinnati Northern . . . . .	1,094,022	1,039,434	1,124,085	1,030,664	887,410
Cleveland, Cincinnati, Chicago and St. Louis . . . . .	22,485,359	23,409,074	22,621,296	20,353,486	19,822,117
Dayton and Union . . . . .	194,459	203,297	207,205	210,419	205,910
Delaware and Hudson . . . . .	12,943,324	12,776,315	12,663,774	12,572,964	13,795,650
Delaware, Lackawanna and Western . . . . .	19,197,412	19,186,370	18,881,931	18,696,110	19,833,389
Detroit, Toledo and Ironton . . . . .	1,836,280	2,115,021	1,950,242	1,841,570	1,927,205
Erie . . . . .	29,428,389	28,729,763	28,591,654	27,160,367	27,472,437
Grand Rapids and Indiana . . . . .	3,899,101	4,045,026	4,084,237	3,567,233	3,423,819
Hocking Valley . . . . .	3,894,621	4,055,129	4,520,420	3,720,881	3,660,350
Indiana Harbor Belt . . . . .	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>
Kanawha and Michigan . . . . .	1,927,926	1,930,099	1,699,246	1,692,380	1,707,836
Lake Erie and Western . . . . .	4,066,782	4,055,961	4,026,160	3,645,095	3,331,216
Lake Shore and Michigan Southern . . . . .	28,728,195	30,079,319	29,859,211	24,262,903	25,211,475
Lehigh Valley . . . . .	20,891,153	21,579,470	20,999,835	19,316,565	20,665,420
Long Island . . . . .	4,530,597	4,794,654	4,752,635	4,413,786	5,007,620
Maine Central . . . . .	6,237,305	5,893,750	5,556,531	5,317,610	5,461,083
Michigan Central . . . . .	21,045,348	21,322,124	20,761,675	19,024,750	19,488,721
Monongahela . . . . .	433,485	410,316	487,872	344,349	362,030
New Jersey and New York . . . . .	451,810	423,992	396,909	395,050	394,659
New York Central and Hudson River . . . . .	68,055,319	67,554,274	68,070,834	62,039,397	65,175,873
New York, Chicago and St. Louis . . . . .	8,549,469	8,447,146	7,846,782	7,088,078	7,409,002
New York, New Haven and Hartford . . . . .	29,791,233	28,990,277	28,450,953	28,267,951	29,223,274
New York, Philadelphia and Norfolk . . . . .	1,064,214	1,064,690	1,022,178	940,520	987,857
New York, Susquehanna and Western . . . . .	1,694,907	1,747,251	1,715,039	1,588,284	1,706,177
Pennsylvania Lines (East of Pittsburgh) . . . . .	93,103,258	89,561,319	90,095,200	79,065,597	88,116,024
Pennsylvania Lines (West of Pittsburgh) . . . . .	33,813,496	32,198,771	32,784,918	26,462,493	29,171,718
Philadelphia and Reading . . . . .	24,454,119	24,392,007	25,059,707	22,686,585	24,116,804
Rutland . . . . .	2,825,313	2,824,292	2,682,064	2,341,881	2,324,336
Toledo, Peoria and Western . . . . .	885,359	907,034	847,464	725,494	847,811
Toledo, St. Louis and Western . . . . .	2,799,050	2,796,858	2,725,350	2,558,681	2,947,861
Vandalia . . . . .	7,204,834	7,800,709	7,470,609	6,855,023	7,390,116
Western Maryland . . . . .	5,304,906	5,275,679	<i>b</i>	4,475,160	4,242,816
Wheeling and Lake Erie . . . . .	4,351,009	4,254,285	4,597,105	3,897,888	4,178,864
Wabash Pittsburgh Terminal . . . . .	366,848	385,815	367,271	389,847	458,588
West Side Belt . . . . .	162,215	121,361	99,392	98,047	122,384
Total . . . . .	588,119,690 <i>d</i> 587,006,903	588,258,305	580,146,770	523,768,770	553,560,586

*a* Organized 1910—figures for first six months of 1911.*b* Information not available in proper form.*c* Information not available.*d* Total excluding roads not shown in 1908.





# NON-REVENUE SERVICE LOCOMOTIVE MILES.

*By Selected Railroads.*

Railroads.	1912.	1911.	1910.	1909.	1908.
Baltimore and Ohio	2,358,621	2,157,695	1,970,636	1,628,780	1,989,422
Baltimore and Ohio Southwestern }					
Boston and Maine	637,082	819,227	615,085	495,391	808,255
Buffalo, Rochester and Pittsburgh	212,102	267,319	221,060	135,984	235,370
Central New England	57,812	60,267	53,198	71,496	93,936
Central Railroad of New Jersey	457,980	442,246	479,853	390,347	404,197
Chicago, Indiana and Southern	53,601	57,677	109,815	51,365	52,183
Chicago, Terre Haute and Southeastern	43,021	a19,637			
Cincinnati, Hamilton and Dayton	114,577	108,238	106,402	105,700	104,266
Cincinnati Northern	8,533	12,966	9,670	25,049	14,850
Cleveland, Cincinnati, Chicago and St. Louis	419,880	502,187	343,801	487,876	713,739
Dayton and Union	b	b	b	b	b
Delaware and Hudson	494,176	400,563	302,363	322,096	499,000
Delaware, Lackawanna and Western	913,029	833,151	816,228	766,058	1,047,725
Detroit, Toledo and Ironton	25,476	31,216	43,633	44,250	23,267
Erie	1,047,096	1,103,508	1,215,959	950,691	882,997
Grand Rapids and Indiana	131,459	192,596	169,162	132,897	115,494
Hocking Valley	175,262	142,782	107,711	91,657	82,852
Indiana Harbor Belt	b	b	b	b	b
Kanawha and Michigan	69,472	62,654	61,806	104,181	69,848
Lake Erie and Western	46,649	50,156	96,144	29,368	64,859
Lake Shore and Michigan Southern	1,120,322	2,102,161	2,136,560	1,142,539	1,165,302
Lehigh Valley	718,124	670,315	906,530	574,906	921,381
Long Island	253,033	384,341	370,222	221,054	262,430
Maine Central	358,439	397,159	421,736	320,428	365,565
Michigan Central	385,295	812,853	985,548	584,765	754,659
Monongahela	43,769	51,876	76,954	30,170	41,817
New Jersey and New York	5,171	7,607	3,430	3,561	12,537
New York Central and Hudson River	2,961,067	2,985,930	3,187,279	2,445,148	2,980,078
New York, Chicago and St. Louis	202,992	198,040	160,093	71,615	139,698
New York, New Haven and Hartford	1,377,748	1,494,875	1,186,915	1,482,690	1,930,898
New York, Philadelphia and Norfolk	37,002	56,783	70,518	55,505	42,890
New York, Susquehanna and Western	16,075	13,024	20,914	24,980	35,061
Pennsylvania Lines (East of Pittsburgh)	4,882,997	4,645,912	4,865,434	3,870,841	4,210,044
Pennsylvania Lines (West of Pittsburgh)	1,775,691	1,649,075	1,760,122	1,170,743	1,381,964
Philadelphia and Reading	1,069,124	1,070,066	1,136,293	947,135	1,112,233
Rutland	97,673	96,181	62,897	66,443	74,769
Toledo, Peoria and Western	10,123	10,415	14,133	20,237	31,272
Toledo, St. Louis and Western	81,873	33,950	89,891	57,032	77,405
Vandalia	242,881	335,372	386,335	193,697	350,137
Western Maryland	221,383	141,253	c	105,697	124,086
Wheeling and Lake Erie	173,755	237,216	268,437	152,612	67,569
Wabash Pittsburgh Terminal	18,581	16,427	18,084	26,684	33,912
West Side Belt	17,174	28,213	41,257	16,790	23,321
Total	23,336,120	24,703,129	24,892,108	19,418,458	23,341,288

a Organized in 1910, figures for the first six months in 1911.

b Information not available.

c Information not available in proper form.



# TOTAL LOCOMOTIVE MILES.

*By Selected Railroads.*

Railroads.	1912.	1908.
Baltimore and Ohio } .....	61,119,637	56,674,020
Baltimore and Ohio Southwestern } .....		
Boston and Maine .....	30,694,639	30,761,837
Buffalo, Rochester and Pittsburgh.....	6,603,833	6,175,879
Central New England .....	1,687,768	1,458,138
Central Railroad of New Jersey.....	13,645,742	12,227,500
Chicago, Indiana and Southern.....	2,243,680	1,940,472
Chicago, Terre Haute and Southeastern.....	1,155,808	<sup>a</sup>
Cincinnati, Hamilton and Dayton.....	7,192,262	6,932,517
Cincinnati Northern .....	1,102,555	902,260
Cleveland, Cincinnati, Chicago and St. Louis.....	22,905,239	20,535,856
Dayton and Union .....	<sup>b</sup> 194,459	<sup>b</sup> 205,910
Delaware and Hudson .....	13,437,500	14,294,650
Delaware, Lackawanna and Western.....	20,110,441	20,881,114
Detroit, Toledo and Ironton.....	1,861,756	1,950,472
Erie .....	30,475,485	28,355,434
Grand Rapids and Indiana.....	4,030,560	3,539,313
Hocking Valley .....	4,069,883	3,743,202
Indiana Harbor Belt .....	<sup>c</sup>	<sup>c</sup>
Kanawha and Michigan .....	1,997,398	1,777,684
Lake Erie and Western.....	4,113,431	3,396,075
Lake Shore and Michigan Southern.....	29,848,517	26,376,777
Lehigh Valley .....	21,609,277	21,586,801
Long Island .....	4,783,630	5,270,050
Maine Central .....	6,595,744	5,826,648
Michigan Central .....	21,430,643	20,243,380
Monongahela .....	477,254	403,847
New Jersey and New York.....	456,981	407,196
New York Central and Hudson River.....	71,016,386	68,155,951
New York, Chicago and St. Louis.....	8,752,461	7,548,700
New York, New Haven and Hartford.....	31,168,981	31,154,172
New York, Philadelphia and Norfolk.....	1,101,216	1,030,747
New York, Susquehanna and Western.....	1,710,982	1,741,238
Pennsylvania Lines (East of Pittsburgh).....	97,986,255	92,326,068
Pennsylvania Lines (West of Pittsburgh).....	35,589,187	30,553,682
Philadelphia and Reading .....	25,523,243	25,229,037
Rutland .....	2,922,986	2,399,105
Toledo, Peoria and Western.....	895,482	879,083
Toledo, St. Louis and Western.....	2,880,923	3,025,266
Vandalia .....	7,447,715	7,740,253
Western Maryland .....	5,526,289	4,366,902
Wheeling and Lake Erie.....	4,524,764	4,246,433
Wabash Pittsburgh Terminal .....	385,429	492,500
West Side Belt .....	179,389	145,705

Total.....	611,455,810	576,901,874
	<sup>d</sup> 610,300,002	

- <sup>a</sup> Organized in 1910.
- <sup>b</sup> Non-revenue Locomotive Miles not included.
- <sup>c</sup> Information not available.
- <sup>d</sup> Total excluding roads not given in 1908.



NUMBER OF PASSENGERS CARRIED ONE MILE.

*By Selected Railroads.*

Railroads.	1912.	1902.
Baltimore and Ohio		
Baltimore and Ohio Southwestern } .....	766,169,876	492,320,279
Boston and Maine .....	880,741,536	655,300,386
Buffalo, Rochester and Pittsburgh.....	51,101,188	41,512,964
Central New England .....	14,230,562	8,574,297
Central Railroad of New Jersey.....	369,877,848	218,155,743
Chicago, Indiana and Southern.....	16,275,556	<i>a</i>
Chicago, Terre Haute and Southeastern.....	10,324,618	<i>b</i>
Cincinnati, Hamilton and Dayton.....	100,496,948	73,043,069
Cincinnati Northern .....	11,895,673	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis.....	418,033,385	292,346,305
Dayton and Union .....	3,937,529	4,902,345
Delaware and Hudson .....	145,723,252	96,655,304
Delaware, Lackawanna and Western.....	502,655,738	327,505,388
Detroit, Toledo and Ironton .....	9,248,767	<i>d</i>
Erie .....	572,272,246	488,102,214
Grand Rapids and Indiana .....	90,989,792	56,434,876
Hocking Valley .....	52,053,717	32,362,418
Indiana Harbor Belt .....	<i>e</i>	<i>e</i>
Kanawha and Michigan .....	18,596,362	7,420,802
Lake Erie and Western .....	52,414,865	57,486,099
Lake Shore and Michigan Southern.....	609,943,998	382,187,686
Lehigh Valley .....	264,996,053	208,561,926
Long Island . . . . .	533,795,139	240,683,822
Maine Central .....	161,341,874	104,882,565
Michigan Central .....	400,043,758	239,441,525
Monongahela . . . . .	962,695	<i>f</i>
New Jersey and New York.....	58,791,253	21,465,737
New York Central and Hudson River.....	1,808,739,999	1,360,212,117
New York, Chicago and St. Louis.....	92,617,379	85,428,919
New York, New Haven and Hartford.....	1,558,915,723	1,024,201,282
New York, Philadelphia and Norfolk.....	20,302,355	9,875,655
New York, Susquehanna and Western.....	51,505,605	34,723,079
Pennsylvania Lines (East of Pittsburgh).....	1,769,912,636	1,112,713,190
Pennsylvania Lines (West of Pittsburgh).....	473,294,957	238,932,267
Philadelphia and Reading .....	398,657,408	306,308,981
Rutland .....	52,552,264	31,924,359
Toledo, Peoria and Western.....	22,737,915	13,400,682
Toledo, St. Louis and Western.....	22,259,001	24,864,514
Vandalia .....	115,062,568	<i>g</i>
Western Maryland .....	53,235,842	19,567,718
Wheeling and Lake Erie.....	40,004,638	23,735,276
Wabash Pittsburgh Terminal .....	4,543,837	<i>h</i>
West Side Belt .....	464,647	245,175
Total.....	12,601,721,002 <i>j</i> 12,433,407,288	8,335,478,964

- a* Organized in April, 1906.
- b* Organized in 1910.
- c* Information not available in proper form.
- d* Organized in May, 1905.
- e* Information not available.
- f* Began operation Aug. 1903.
- g* Consolidated December, 1904.
- h* Organized in May, 1904.
- j* Total excluding roads not shown in 1902.





## PASSENGER TRAIN MILES.

*By Selected Railroads.*

Railroads.	1912.	1902.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	15,678,540	11,624,203
Boston and Maine .....	11,972,750	10,717,579
Buffalo, Rochester and Pittsburgh .....	1,317,794	917,336
Central New England .....	487,610	317,881
Central Railroad of New Jersey.....	4,602,938	3,492,120
Chicago, Indiana and Southern .....	520,149	<i>a</i>
Chicago, Terre Haute and Southeastern.....	307,816	<i>b</i>
Cincinnati, Hamilton and Dayton.....	2,082,877	1,565,217
Cincinnati Northern .....	313,501	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis.....	7,270,710	5,499,747
Dayton and Union .....	164,059	208,960
Delaware and Hudson .....	2,745,536	2,308,487
Delaware, Lackawanna and Western .....	5,841,834	5,191,468
Detroit, Toledo and Ironton.....	376,928	<i>d</i>
Erie .....	9,050,136	7,719,503
Grand Rapids and Indiana.....	1,544,240	1,352,895
Hocking Valley .....	805,414	628,027
Indiana Harbor Belt .....	<i>e</i>	<i>e</i>
Kanawha and Michigan .....	473,104	295,395
Lake Erie and Western.....	1,286,169	1,366,817
Lake Shore and Michigan Southern.....	9,555,977	5,590,542
Lehigh Valley .....	4,703,981	4,288,124
Long Island .....	<i>f</i> 5,421,420	3,589,109
Maine Central .....	2,686,284	1,845,378
Michigan Central .....	6,264,171	4,860,414
Monongahela .....	83,573	<i>g</i>
New Jersey and New York.....	401,205	370,020
New York Central and Hudson River.....	25,957,390	22,644,936
New York, Chicago and St. Louis.....	1,202,585	1,212,020
New York, New Haven and Hartford.....	16,289,208	14,687,835
New York, Philadelphia and Norfolk.....	311,601	205,914
New York, Susquehanna and Western.....	700,439	514,449
Pennsylvania Lines (East of Pittsburgh).....	27,963,706	19,749,854
Pennsylvania Lines (West of Pittsburgh).....	9,213,196	5,910,203
Philadelphia and Reading .....	6,741,380	6,167,221
Rutland .....	1,309,408	967,390
Toledo, Peoria and Western .....	474,451	352,309
Toledo, St. Louis and Western.....	803,131	853,263
Vandalia .....	2,647,790	<i>h</i>
Western Maryland .....	1,095,262	496,021
Wheeling and Lake Erie .....	983,295	792,179
Wabash Pittsburgh Terminal .....	156,644	<i>i</i>
West Side Belt .....	19,653	6,882
Total.....	191,827,805 <i>j</i> 187,421,404	148,309,698

*a* Organized in April, 1906.*b* Organized in 1910.*c* Information not available in proper form.*d* Organized in May, 1905.*e* Information not available.*f* Includes 2,593,084 Electric.*g* Began operation August, 1903.*h* Consolidated December, 1904.*i* Organized in May, 1904.*j* Total excluding roads not shown in 1902.



# MIXED TRAIN MILES.

*By Selected Railroads.*

Railroads.	1912.	1902.
Baltimore and Ohio } .....	459,540	<i>a</i>
Baltimore and Ohio Southwestern } .....		
Boston and Maine .....	210,415	187,380
Buffalo, Rochester and Pittsburgh.....	28,796	43,412
Central New England .....	76,131	51,075
Central Railroad of New Jersey.....	70,185	126,114
Chicago, Indiana and Southern.....	<i>a</i>	<i>b</i>
Chicago, Terre Haute and Southeastern.....	26,210	<i>c</i>
Cincinnati, Hamilton and Dayton.....	158,353	99,534
Cincinnati Northern .....	<i>a</i>	<i>d</i>
Cleveland, Cincinnati, Chicago and St. Louis.....	41,990	<i>a</i>
Dayton and Union.....	<i>a</i>	<i>a</i>
Delaware and Hudson.....	60,437	320,314
Delaware, Lackawanna and Western.....	80,767	17,714
Detroit, Toledo and Ironton.....	96,309	<i>c</i>
Erie .....	91,018	<i>a</i>
Grand Rapids and Indiana.....	89,956	44,580
Hocking Valley .....	29,237	61,745
Indiana Harbor Belt .....	<i>a</i>	<i>a</i>
Kanawha and Michigan.....	<i>a</i>	<i>k</i>
Lake Erie and Western.....	122,696	28,374
Lake Shore and Michigan Southern.....	32,520	<i>k</i>
Lehigh Valley .....	227,908	<i>a</i>
Long Island .....	6,548	<i>k</i>
Maine Central .....	146,223	139,003
Michigan Central .....	488,257	491,382
Monongahela .....	<i>k</i>	<i>f</i>
New Jersey and New York.....	<i>a</i>	<i>a</i>
New York Central and Hudson River.....	177,935	380,112
New York, Chicago and St. Louis.....	<i>a</i>	<i>k</i>
New York, New Haven and Hartford.....	197,889	243,550
New York, Philadelphia and Norfolk.....	<i>k</i>	<i>a</i>
New York, Susquehanna and Western.....	11,794	<i>a</i>
Pennsylvania Lines (East of Pittsburgh).....	117,307	<i>k</i>
Pennsylvania Lines (West of Pittsburgh).....	18,720	<i>a</i>
Philadelphia and Reading .....	219,679	339,479
Rutland .....	115,142	187,055
Toledo, Peoria and Western.....	24,261	82,890
Toledo, St. Louis and Western.....	<i>a</i>	<i>k</i>
Vandalia .....	52,345	<i>g</i>
Western Maryland .....	59,368	<i>a</i>
Wheeling and Lake Erie.....	<i>a</i>	12,012
Wabash Pittsburgh Terminal .....	<i>a</i>	<i>h</i>
West Side Belt .....	<i>a</i>	5,634
Total.....	.....	.....

- a* Information not available.
- b* Organized in April, 1906.
- c* Organized in 1910.
- d* Information not available in proper form.
- e* Organized in May, 1905.
- f* Began operations in August, 1903.
- g* Consolidated in December, 1904.
- h* Organized in May, 1904.
- k* None.





## FREIGHT LOCOMOTIVE MILES.

*By Selected Railroads.*

Railroads.	1912.	1911.	1910.	1909.	1908.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	29,948,144	33,131,901	33,793,954	26,888,907	28,163,509
Boston and Maine .....	10,522,698	10,808,346	10,652,817	9,902,008	10,495,565
Buffalo, Rochester and Pittsburgh.....	3,855,974	3,664,556	3,691,108	3,063,107	3,426,823
Central New England.....	785,679	770,764	741,798	658,090	540,396
Central Railroad of New Jersey.....	4,898,108	4,590,491	4,754,222	4,280,972	4,423,991
Chicago, Indiana and Southern.....	1,321,278	1,334,091	1,410,733	1,135,284	1,149,833
Chicago, Terre Haute and Southeastern.....	503,027	<i>a</i> 231,467	.....	.....	.....
Cincinnati, Hamilton and Dayton.....	2,919,179	3,251,422	3,300,333	2,553,933	2,494,752
Cincinnati Northern .....	644,862	559,427	644,635	570,387	443,075
Cleveland, Cincinnati, Chicago and St. Louis.....	8,829,909	9,129,252	8,917,128	8,039,685	7,649,382
Dayton and Union.....	29,411	29,633	31,243	35,119	29,930
Delaware and Hudson.....	7,359,034	7,258,456	7,165,463	6,799,208	6,821,782
Delaware, Lackawanna and Western.....	9,375,927	9,320,073	9,110,317	8,986,641	9,681,167
Detroit, Toledo and Ironton.....	1,023,707	1,185,529	1,023,787	967,084	963,031
Erie .....	13,753,838	13,525,784	13,298,026	12,976,924	12,434,839
Grand Rapids and Indiana.....	1,502,029	1,606,625	1,659,126	1,494,012	1,461,494
Hocking Valley .....	1,803,825	1,994,017	2,413,593	1,853,504	1,749,398
Indiana Harbor Belt.....	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>
Kanawha and Michigan.....	1,073,862	1,142,917	985,988	932,442	872,224
Lake Erie and Western.....	1,959,043	1,916,543	1,856,090	1,606,295	1,440,676
Lake Shore and Michigan Southern.....	10,423,961	11,191,636	11,628,441	9,568,435	9,704,018
Lehigh Valley .....	10,614,940	10,910,524	10,518,282	9,743,428	10,478,377
Long Island .....	878,811	851,459	761,643	760,004	671,684
Maine Central .....	2,408,552	1,987,821	1,983,360	1,917,583	1,962,097
Michigan Central .....	7,952,742	8,411,896	8,207,615	7,901,555	7,881,020
Monongahela .....	164,788	152,057	190,143	148,809	140,787
New Jersey and New York.....	41,675	39,652	43,264	44,890	45,505
New York Central and Hudson River.....	25,541,370	26,088,666	26,259,329	24,146,960	25,338,936
New York, Chicago and St. Louis.....	5,361,780	5,288,053	4,879,747	4,394,230	4,608,010
New York, New Haven and Hartford.....	8,370,133	7,869,209	7,595,391	7,325,996	7,891,925
New York, Philadelphia and Norfolk.....	528,018	521,192	536,801	489,560	491,230
New York, Susquehanna and Western.....	653,390	693,589	673,935	651,862	730,185
Pennsylvania Lines (East of Pittsburgh).....	39,362,842	37,538,189	39,638,507	34,707,205	40,066,384
Pennsylvania Lines (West of Pittsburgh).....	14,399,681	14,082,116	14,582,544	11,415,539	12,326,941
Philadelphia and Reading.....	10,996,619	10,765,582	11,016,699	9,798,920	10,418,015
Rutland .....	968,764	1,038,098	973,512	845,757	863,889
Toledo, Peoria and Western.....	297,067	300,590	273,294	241,391	316,918
Toledo, St. Louis and Western .....	1,551,978	1,456,917	1,429,933	1,357,664	1,564,184
Vandalia .....	2,903,815	3,404,093	3,293,588	2,904,005	3,133,123
Western Maryland .....	2,823,250	2,794,811	<i>c</i>	2,432,007	2,235,301
Wheeling and Lake Erie.....	1,839,234	1,759,905	1,924,383	1,647,209	1,770,266
Wabash Pittsburgh Terminal.....	116,755	121,991	121,531	153,416	192,725
West Side Belt.....	67,237	66,964	68,466	66,824	50,412
" Total.....	250,376,936 <i>d</i> 249,873,909	252,786,304 <i>d</i> 252,554,837	252,050,769 .....	225,406,851 .....	237,123,799 .....

*a* Organized in 1910, figures for the first six months in 1911.*b* Information not available.*c* Information not available in proper form.*d* Total excluding roads not shown in 1908.



# NUMBER OF FREIGHT LOCOMOTIVE MILES PER FREIGHT FIREMAN.

By Selected Railroads.

Railroads.	1912	1908
Baltimore and Ohio	16,041	15,984
Baltimore and Ohio Southwestern }		
Boston and Maine	19,669	19,691
Buffalo, Rochester and Pittsburgh	<i>a</i>	25,961
Central New England	21,824	27,020
Central Railroad of New Jersey	17,619	18,510
Chicago, Indiana and Southern	22,395	25,552
Chicago, Terre Haute and Southeastern	23,954	<i>b</i>
Cincinnati, Hamilton and Dayton	16,972	17,446
Cincinnati Northern	30,708	31,648
Cleveland, Cincinnati, Chicago and St. Louis	25,894	27,715
Dayton and Union	29,411	29,930
Delaware and Hudson	20,329	16,598
Delaware, Lackawanna and Western	22,484	20,424
Detroit, Toledo and Ironton	24,968	23,489
Erie	18,662	14,211
Grand Rapids and Indiana	23,469	26,098
Hocking Valley	14,316	11,820
Indiana Harbor Belt	<i>a</i>	<i>a</i>
Kanawha and Michigan	16,521	15,038
Lake Erie and Western	24,488	22,164
Lake Shore and Michigan Southern	17,033	18,309
Lehigh Valley	17,066	14,473
Long Island	48,823	25,834
Maine Central	23,613	21,562
Michigan Central	19,685	20,364
Monongahela	7,847	12,799
New Jersey and New York	20,838	15,168
New York Central and Hudson River	25,696	27,364
New York, Chicago and St. Louis	23,517	23,510
New York, New Haven and Hartford	20,978	19,390
New York, Philadelphia and Norfolk	15,530	27,291
New York, Susquehanna and Western	20,418	17,809
Pennsylvania Lines (East of Pittsburgh)	18,249	19,365
Pennsylvania Lines (West of Pittsburgh)	15,635	19,231
Philadelphia and Reading	19,292	17,900
Rutland	30,274	29,789
Toledo, Peoria and Western	27,006	28,811
Toledo, St. Louis and Western	31,673	33,281
Vandalia	26,160	25,681
Western Maryland	<i>a</i>	19,608
Wheeling and Lake Erie	12,100	10,475
Wabash Pittsburgh Terminal	16,679	24,091
West Side Belt	11,206	25,206
Total	19,085	19,051
	<i>c</i> 19,077	<i>d</i> 18,977

*a* Information not available.

*b* Organized in 1910.

*c* Total excluding roads not given in 1908.

*d* Total excluding roads not given in 1912.



# RATIO OF FREIGHT TRAIN MILES TO TOTAL REVENUE TRAIN MILES.

By Selected Railroads.

(Per Cent.)

Railroads.	1912.	1902.
Baltimore and Ohio .....	58.65	61.33
Baltimore and Ohio Southwestern } .....		
Boston and Maine .....	43.45	42.63
Buffalo, Rochester and Pittsburgh.....	66.46	71.99
Central New England .....	59.76	37.03
Central Railroad of New Jersey.....	48.11	45.72
Chicago, Indiana and Southern.....	70.89	a
Chicago, Terre Haute and Southeastern.....	61.76	b
Cincinnati, Hamilton and Dayton.....	54.50	53.70
Cincinnati Northern .....	63.58	c
Cleveland, Cincinnati, Chicago and St. Louis.....	53.23	52.41
Dayton and Union .....	15.01	12.26
Delaware and Hudson.....	66.54	59.05
Delaware, Lackawanna and Western.....	51.67	52.35
Detroit, Toledo and Ironton.....	73.50	d
Erie .....	54.79	58.43
Grand Rapids and Indiana.....	48.26	47.13
Hocking Valley .....	66.44	69.89
Indiana Harbor Belt .....	e	e
Kanawha and Michigan .....	65.28	61.98
Lake Erie and Western.....	59.22	52.21
Lake Shore and Michigan Southern.....	49.37	55.38
Lehigh Valley .....	64.12	63.08
Long Island .....	10.04	10.53
Maine Central .....	46.90	43.13
Michigan Central .....	51.94	57.21
Monongahela .....	64.15	f
New Jersey and New York.....	8.70	7.81
New York Central and Hudson River.....	45.82	45.08
New York, Chicago and St. Louis.....	81.58	76.50
New York, New Haven and Hartford.....	32.82	30.84
New York, Philadelphia and Norfolk.....	62.23	59.23
New York, Susquehanna and Western.....	42.11	55.56
Pennsylvania Lines (East of Pittsburgh).....	51.98	56.93
Pennsylvania Lines (West of Pittsburgh).....	59.50	62.18
Philadelphia and Reading .....	57.95	61.52
Rutland .....	39.58	43.02
Toledo, Peoria and Western.....	39.45	55.42
Toledo, St. Louis and Western.....	64.22	59.50
Vandalia .....	50.99	g
Western Maryland .....	64.43	62.10
Wheeling and Lake Erie.....	63.00	62.98
Wabash Pittsburgh Terminal .....	41.46	h
West Side Belt .....	73.50	55.10
Total.....	51.30 j51.11	52.32

a Organized April, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized in 1905.

e Information not available.

f Began operations August, 1903.

g Consolidated December, 1904.

h Organized in May, 1904.

j Total, excluding roads not shown in 1902.





# RATIO OF PASSENGER TRAIN MILES TO TOTAL REVENUE TRAIN MILES.

By Selected Railroads.

(Per Cent.)

Railroads.	1912.	1902.
Baltimore and Ohio .....	41.35	38.67
Baltimore and Ohio Southwestern. }		
Boston and Maine .....	56.55	57.37
Buffalo, Rochester and Pittsburgh.....	33.54	28.01
Central New England .....	40.24	62.97
Central Railroad of New Jersey.....	51.89	54.28
Chicago, Indiana and Southern.....	29.11	a
Chicago, Terre Haute and Southeastern.....	38.24	b
Cincinnati, Hamilton and Dayton.....	45.50	46.30
Cincinnati Northern .....	36.42	c
Cleveland, Cincinnati, Chicago and St. Louis.....	46.77	47.59
Dayton and Union .....	84.99	87.74
Delaware and Hudson .....	33.46	40.95
Delaware, Lackawanna and Western.....	48.33	47.65
Detroit, Toledo and Ironton.....	26.50	d
Erie .....	45.21	41.57
Grand Rapids and Indiana.....	51.74	52.87
Hocking Valley .....	33.56	30.11
Indiana Harbor Belt .....	e	e..
Kanawha and Michigan .....	34.72	38.02
Lake Erie and Western.....	40.78	47.79
Lake Shore and Michigan Southern.....	50.63	44.62
Lehigh Valley .....	35.88	36.92
Long Island .....	89.96	89.47
Maine Central.....	53.10	56.87
Michigan Central .....	48.06	42.79
Monongahela .....	35.85	f
New Jersey and New York.....	91.30	92.19
New York Central and Hudson River.....	54.18	54.92
New York, Chicago and St. Louis.....	18.42	23.50
New York, New Haven and Hartford.....	67.18	69.16
New York, Philadelphia and Norfolk.....	37.77	40.77
New York, Susquehanna and Western.....	57.89	44.44
Pennsylvania Lines (East of Pittsburgh).....	48.02	43.07
Pennsylvania Lines (West of Pittsburgh).....	40.50	37.82
Philadelphia and Reading .....	42.05	38.48
Rutland .....	60.42	56.98
Toledo, Peoria and Western.....	60.55	44.58
Toledo, St. Louis and Western.....	35.78	40.50
Vandalia .....	49.01	g
Western Maryland .....	35.57	37.90
Wheeling and Lake Erie.....	37.00	37.02
Wabash Pittsburgh Terminal .....	58.54	h
West Side Belt .....	26.50	44.90
Total.....	47.70 j47.91	46.78

a Organized April, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized in 1905.

e Information not available.

f Began operations August, 1903.

g Company consolidated December, 1904.

h Organized in May, 1904.

j Total, excluding roads not shown in 1902.



# RATIO OF FREIGHT LOCOMOTIVE MILES TO TOTAL LOCOMOTIVE MILES.

By Selected Railroads.

(Per Cent.)

Railroads.	1912.	1908.
Baltimore and Ohio .....	49.00	49.69
Baltimore and Ohio Southwestern } .....		
Boston and Maine .....	34.29	34.12
Buffalo, Rochester and Pittsburgh.....	58.39	55.49
Central New England .....	46.55	37.06
Central Railroad of New Jersey.....	35.89	36.18
Chicago, Indiana and Southern.....	58.89	59.26
Chicago, Terre Haute and Southeastern.....	43.52	a
Cincinnati, Hamilton and Dayton.....	40.59	35.99
Cincinnati Northern .....	58.49	49.11
Cleveland, Cincinnati, Chicago and St. Louis.....	38.55	37.25
Dayton and Union .....	15.12	14.54
Delaware and Hudson .....	54.76	47.72
Delaware, Lackawanna and Western.....	46.62	46.36
Detroit, Toledo and Ironton.....	54.99	49.37
Erie .....	45.13	43.85
Grand Rapids and Indiana.....	37.27	41.29
Hocking Valley .....	44.32	46.74
Indiana Harbor Belt .....	b	b
Kanawha and Michigan .....	53.76	49.07
Lake Erie and Western.....	47.63	42.42
Lake Shore and Michigan Southern.....	34.92	36.79
Lehigh Valley .....	49.12	48.54
Long Island .....	18.37	12.75
Maine Central .....	36.52	33.67
Michigan Central .....	37.11	38.93
Monongahela . . . . .	34.53	34.86
New Jersey and New York.....	9.12	11.18
New York Central and Hudson River.....	35.97	37.18
New York, Chicago and St. Louis.....	61.26	61.04
New York, New Haven and Hartford.....	26.85	25.33
New York, Philadelphia and Norfolk.....	47.95	47.66
New York, Susquehanna and Western.....	38.19	41.93
Pennsylvania Lines (East of Pittsburgh).....	40.17	43.40
Pennsylvania Lines (West of Pittsburgh).....	40.46	40.35
Philadelphia and Reading .....	43.08	41.29
Rutland . . . . .	33.14	36.01
Toledo, Peoria and Western.....	33.17	36.05
Toledo, St. Louis and Western.....	53.87	51.70
Vandalia . . . . .	38.99	40.48
Western Maryland .....	51.09	51.19
Wheeling and Lake Erie.....	40.65	41.69
Wabash Pittsburgh Terminal .....	30.29	39.13
West Side Belt .....	37.48	34.60
Total.....	40.95 c40.94	41.10

a Organized in 1910.

b Information not available.

c Total, excluding roads not shown in 1908.





and Ohio												
and Ohio Southwestern }	\$2,463,256	\$2,419,790	\$2,197,596	\$1,795,834	\$1,923,198	\$2,055,180	\$1,737,242	\$1,606,388	\$1,637,726	\$1,652,929	\$1,252,969	\$2,463,256
l Maine.....	1,202,885	1,193,383	1,009,973	911,085	923,575	931,064	816,890	779,538	767,646	746,659	695,900	1,202,885
hester and Pittsburgh.....	238,256	218,850	197,386	157,319	183,591	205,075	186,442	220,444	187,129	178,496	152,974	238,256
w England.....	54,905	52,987	47,486	44,968	44,420	44,889	35,121	23,377	18,249	12,218	10,878	54,905
ilroad of New Jersey.....	518,417	459,618	429,208	376,005	405,487	429,906	384,167	368,944	364,306	351,156	327,859	518,417
ndiana and Southern.....	72,416	72,267	73,306	58,111	57,237	76,003	(a)	.....	.....	.....	.....	72,416
erre Haute and Southeastern . . .	37,245	615,848	.....	.....	.....	.....	.....	.....	.....	.....	.....	37,245
Hamilton and Dayton . . . . .	254,044	262,170	228,286	184,904	192,259	202,628	172,371	152,078	176,976	163,333	138,348	254,044
Northern . . . . .	37,080	32,385	28,433	24,718	20,810	22,620	20,146	16,411	15,451	14,684	(c)	37,080
Cincinnati, Chicago and St. Louis..	729,265	751,592	631,907	556,703	566,025	577,625	517,619	457,624	438,143	422,215	389,998	729,265
d Union.....	3,914	4,113	3,142	2,954	2,895	2,957	3,043	3,751	3,282	3,103	3,092	3,914
and Hudson . . . . .	477,925	467,473	413,591	399,452	466,315	430,965	370,738	328,183	302,623	239,505	222,067	477,925
Lackawanna and Western.....	708,313	705,010	623,486	573,107	631,216	627,020	559,980	554,445	546,920	479,371	469,826	708,313
ledo and Ironton.....	56,598	62,822	52,507	43,026	49,737	55,901	35,629	(d)	.....	.....	.....	56,598
ids and Indiana.....	1,118,307	1,059,041	1,014,274	942,784	1,013,034	1,051,244	927,684	927,075	944,998	875,967	780,090	1,118,307
alley . . . . .	123,407	124,070	116,225	104,550	95,474	95,723	87,894	89,200	86,848	78,031	70,257	123,407
arbor Belt.....	165,487	178,020	100,318	115,507	117,815	123,683	110,598	108,958	85,380	105,428	171,573	165,487
and Michigan.....	62,736	65,054	62,231	44,409	58,358	39,472	(e)	(e)	(e)	(e)	(e)	62,736
and Western.....	75,626	72,919	56,038	53,554	54,693	54,643	44,962	42,728	38,475	32,910	29,057	75,626
e and Michigan Southern.....	122,904	117,792	118,758	92,674	82,537	100,788	92,462	85,651	89,540	103,962	90,843	122,904
alley . . . . .	1,038,131	1,111,905	1,065,388	790,559	828,335	884,985	815,928	739,963	686,509	604,245	535,972	1,038,131
d . . . . .	863,334	831,163	702,278	607,783	701,221	695,123	618,654	591,507	584,239	507,214	508,478	863,334
tral . . . . .	176,216	179,671	154,100	134,619	155,905	172,769	166,846	152,751	146,968	132,378	106,134	176,216
entral . . . . .	205,856	201,965	172,662	161,381	169,981	161,965	133,973	122,932	117,767	111,385	108,490	205,856
entral . . . . .	753,002	745,797	649,879	550,478	576,622	570,484	516,619	461,379	478,426	453,101	428,581	753,002
ela . . . . .	22,940	21,963	25,272	15,378	15,878	19,494	14,889	15,064	(f)	.....	.....	22,940
y and New York.....	17,961	18,680	14,824	14,124	14,132	13,001	11,229	10,300	9,492	10,086	8,640	17,961
Central and Hudson River.....	2,488,285	2,417,466	2,248,849	1,971,156	2,239,086	2,270,853	1,877,856	1,788,358	1,760,303	1,694,743	1,520,856	2,488,285
Chicago and St. Louis.....	301,376	293,468	251,378	215,716	234,170	233,442	208,476	195,180	189,302	174,261	153,686	301,376
New Haven and Hartford.....	1,123,372	1,075,562	953,020	905,485	1,022,654	1,034,843	915,835	942,258	942,819	828,025	700,826	1,123,372
, Philadelphia and Norfolk.....	40,095	37,808	32,889	26,169	28,105	24,570	20,255	18,261	17,353	14,564	11,706	40,095
, Susquehanna and Western.....	65,288	64,826	52,651	50,114	58,329	52,409	46,047	43,903	39,437	33,769	31,167	65,288
ia Lines East of Pittsburgh)....	3,894,589	3,662,545	3,319,914	2,801,206	3,186,633	3,341,880	3,002,012	2,942,843	2,870,251	2,732,011	1,968,876	3,894,589
ia Lines (West of Pittsburgh)....	1,300,724	1,208,396	1,101,146	828,453	948,617	1,023,229	896,269	829,254	810,436	774,502	595,700	1,300,724
ia and Reading.....	934,792	919,743	868,600	1,533,599	791,109	920,626	794,779	667,649	647,634	631,367	608,014	934,792
.....	86,001	79,010	64,138	55,084	57,770	56,544	51,145	46,623	47,588	52,178	46,436	86,001
coria and Western.....	22,087	22,874	20,890	18,729	21,959	20,445	21,002	22,626	23,383	22,430	21,411	22,087
St. Louis and Western.....	88,877	83,491	74,551	66,775	79,765	78,279	85,410	87,029	73,521	70,339	61,280	88,877
.....	245,862	273,062	220,222	190,334	263,631	219,320	172,915	(g)	.....	.....	.....	245,862
Maryland . . . . .	220,686	199,343	175,152	141,794	134,883	144,919	111,596	40,637	34,597	41,790	35,162	220,686
and Lake Erie.....	176,249	175,887	186,676	153,713	149,708	188,322	137,113	114,328	121,889	108,475	84,527	176,249
Pittsburgh Terminal.....	19,041	17,251	18,213	17,133	14,137	16,270	8,776	14,547	(h)	.....	.....	19,041
Belt.....	8,212	8,179	6,231	5,101	2,478	3,362	4,267	4,089	2,457	1,636	840	8,212
Total.....	\$22,615,962	\$21,985,259	\$19,782,974	\$17,736,347	\$18,583,784	\$19,274,520	\$16,734,879	\$15,616,276	\$15,308,063	\$14,458,466	\$12,342,513	\$22,615,962
	122,062,044	121,424,607	.....	.....	.....	118,825,440	.....	.....	.....	.....	.....	122,062,044

anized April 9, 1906.  
 anized 1910. Figures for first six months of 1911.  
 rmation not available in proper form.  
 anized in May, 1905.  
 rmation not available.  
 an operations August 31, 1903.  
 olidated December 29, 1904.  
 anized May, 1904.  
 al excluding roads not shown in 1902.



# COST OF FREIGHT TRAIN FIREMEN.

By Selected Railroads.

Railroads.	1912.	1902.
Baltimore and Ohio Southwestern } Baltimore and Ohio	\$1,444,700	\$768,446
Boston and Maine .....	522,654	296,662
Buffalo, Rochester and Pittsburgh.....	158,345	110,126
Central New England .....	32,811	4,028
Central Railroad of New Jersey.....	249,410	149,897
Chicago, Indiana and Southern.....	51,336	a
Chicago, Terre Haute and Southeastern.....	23,003	b
Cincinnati, Hamilton and Dayton.....	138,454	74,293
Cincinnati Northern .....	23,575	c
Cleveland, Cincinnati, Chicago and St. Louis.....	388,188	204,398
Dayton and Union .....	587	379
Delaware and Hudson .....	318,011	131,131
Delaware, Lackawanna and Western.....	365,985	245,954
Detroit, Toledo and Ironton.....	41,600	d
Erie .....	612,720	455,807
Grand Rapids and Indiana.....	59,556	33,112
Hocking Valley .....	109,950	119,912
Indiana Harbor Belt .....	e	c
Kanawha and Michigan.....	49,369	18,010
Lake Erie and Western.....	72,784	47,429
Lake Shore and Michigan Southern.....	512,525	296,821
Lehigh Valley .....	553,570	320,748
Long Island .....	17,692	11,176
Maine Central .....	96,546	46,792
Michigan Central .....	391,109	245,191
Monongahela .....	14,716	f
New Jersey and New York.....	1,563	675
New York Central and Hudson River.....	1,140,132	685,602
New York, Chicago and St. Louis.....	245,863	117,570
New York, New Haven and Hartford.....	368,691	216,135
New York, Philadelphia and Norfolk.....	24,951	6,933
New York, Susquehanna and Western.....	27,493	17,316
Pennsylvania Lines (East of Pittsburgh).....	2,024,407	1,120,881
Pennsylvania Lines (West of Pittsburgh).....	773,931	370,406
Philadelphia and Reading .....	541,712	374,050
Rutland .....	34,039	19,977
Toledo, Peoria and Western.....	8,713	11,866
Toledo, St. Louis and Western.....	57,077	36,462
Vandalia .....	125,365	g
Western Maryland .....	142,188	21,836
Wheeling and Lake Erie.....	111,037	53,235
Wabash Pittsburgh Terminal .....	7,894	h
West Side Belt .....	6,036	463
Total.....	\$11,890,288 k11,602,799	\$6,633,719 .....

- a Organized in April, 1906.
- b Organized in 1910.
- c Information not available in proper form.
- d Organized in May, 1905.
- e Information not available.
- f Began operations August, 1903.
- g Consolidated December, 1904.
- h Organized in May, 1904.
- k Total, excluding roads not shown in 1902.



# COST OF FREIGHT LOCOMOTIVE FIREMEN.

By Selected Railroads.

Railroads.	1912.	1908.
Baltimore and Ohio } .....	\$1,206,995	\$955,637
Baltimore and Ohio Southwestern } .....		
Boston and Maine .....	412,469	315,124
Buffalo, Rochester and Pittsburgh.....	139,118	101,875
Central New England .....	25,558	16,462
Central Railroad of New Jersey.....	186,060	146,705
Chicago, Indiana and Southern.....	42,646	33,919
Chicago, Terre Haute and Southeastern.....	a	.....
Cincinnati, Hamilton and Dayton.....	103,116	69,194
Cincinnati Northern .....	21,688	10,220
Cleveland, Cincinnati, Chicago and St. Louis.....	281,132	210,844
Dayton and Union .....	592	421
Delaware and Hudson.....	261,712	222,526
Delaware, Lackawanna and Western.....	330,216	292,632
Detroit, Toledo and Ironton.....	31,123	24,555
Erie .....	504,692	444,215
Grand Rapids and Indiana.....	45,994	39,421
Hocking Valley .....	73,344	55,067
Indiana Harbor Belt .....	b	b
Kanawha and Michigan .....	40,657	26,838
Lake Erie and Western.....	58,539	35,012
Lake Shore and Michigan Southern.....	362,515	304,744
Lehigh Valley .....	424,070	340,373
Long Island .....	32,371	19,878
Maine Central .....	75,179	57,233
Michigan Central .....	279,439	224,479
Monongahela .....	7,921	5,535
New Jersey and New York.....	1,638	1,580
New York Central and Hudson River.....	895,036	832,492
New York, Chicago and St. Louis.....	184,623	142,937
New York, New Haven and Hartford.....	301,625	259,038
New York, Philadelphia and Norfolk.....	19,226	13,395
New York, Susquehanna and Western.....	24,933	24,457
Pennsylvania Lines (East of Pittsburgh).....	1,564,456	1,382,999
Pennsylvania Lines (West of Pittsburgh).....	526,273	382,767
Philadelphia and Reading .....	402,708	326,649
Rutland .....	28,501	20,803
Toledo, Peoria and Western.....	7,326	7,916
Toledo, St. Louis and Western.....	47,873	41,239
Vandalia .....	95,862	106,718
Western Maryland .....	112,748	69,047
Wheeling and Lake Erie.....	71,645	62,413
Wabash Pittsburgh Terminal .....	5,768	5,532
West Side Belt .....	3,078	857
Total.....	\$9,240,470	\$7,633,748

a Organized in 1910.

b Information not available.





## COST OF PASSENGER TRAIN FIREMEN.

By Selected Railroads.

Railroads.	1912.	1902.
Baltimore and Ohio } Baltimore and Ohio Southwestern } .....	\$1,018,556	\$484,523
Boston and Maine .....	680,231	399,238
Buffalo, Rochester and Pittsburgh.....	79,911	42,848
Central New England .....	22,094	6,850
Central Railroad of New Jersey.....	269,007	177,962
Chicago, Indiana and Southern.....	21,080	a
Chicago, Terre Haute and Southeastern.....	14,242	b
Cincinnati, Hamilton and Dayton.....	115,590	64,055
Cincinnati Northern .....	13,505	c
Cleveland, Cincinnati, Chicago and St. Louis.....	341,077	185,600
Dayton and Union.....	3,327	2,713
Delaware and Hudson .....	159,914	90,936
Delaware, Lackawanna and Western.....	342,328	223,872
Detroit, Toledo and Ironton.....	14,998	d
Erie .....	505,587	324,283
Grand Rapids and Indiana.....	63,851	37,145
Hocking Valley .....	55,537	51,661
Indiana Harbor Belt .....	e	e
Kanawha and Michigan.....	26,257	11,047
Lake Erie and Western.....	50,120	43,414
Lake Shore and Michigan Southern.....	525,606	239,151
Lehigh Valley .....	309,764	187,730
Long Island .....	158,524	94,958
Maine Central .....	109,310	61,698
Michigan Central .....	361,893	183,390
Monongahela .....	8,224	f
New Jersey and New York.....	16,398	7,965
New York Central and Hudson River.....	1,348,153	835,254
New York, Chicago and St. Louis.....	55,513	36,116
New York, New Haven and Hartford.....	754,681	484,691
New York, Philadelphia and Norfolk.....	15,144	4,773
New York, Susquehanna and Western.....	37,795	13,851
Pennsylvania Lines (East of Pittsburgh).....	1,870,182	847,995
Pennsylvania Lines (West of Pittsburgh).....	526,793	225,294
Philadelphia and Reading .....	393,080	233,964
Rutland .....	51,962	26,459
Toledo, Peoria and Western.....	13,374	9,545
Toledo, St. Louis and Western.....	31,800	24,818
Vandalia .....	120,497	g
Western Maryland .....	78,498	13,326
Wheeling and Lake Erie.....	65,212	31,292
Wabash Pittsburgh Terminal .....	7,338	h
West Side Belt .....	2,176	.....
Total.....	\$10,659,129	\$5,708,417
	j10,457,069	.....

- a Organized in April, 1906.  
b Organized in 1910.  
c Information not available in proper form.  
d Organized in May, 1905.  
e Information not available.  
f Began operations August, 1903.  
g Consolidated December, 1904.  
h Organized May, 1904.  
j Total, excluding roads not given in 1902.



# LABOR COST OF TRANSPORTATION.

By Selected Railroads.

Railroads.	1912.	1911.	1910.	1909.	1908.	1907.	1902.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	\$21,826,860	\$21,803,312	\$20,207,535	\$16,000,502	\$17,825,685	\$18,627,809	\$13,695,096
Boston and Maine.....	14,426,944	14,732,279	13,004,538	12,162,514	11,917,201	11,772,845	8,680,817
Buffalo, Rochester and Pittsburgh.....	1,893,476	1,792,447	1,662,165	1,361,441	1,545,561	1,620,696	1,205,602
Central New England.....	639,796	595,575	539,984	502,736	491,757	515,915	131,715
Central Railroad of New Jersey.....	5,573,958	5,383,507	4,800,815	4,365,522	5,651,240	5,790,827	3,921,831
Chicago, Indiana and Southern.....	652,741	664,381	640,161	542,945	570,223	551,664	<i>a</i>
Chicago, Terre Haute and Southeastern.....	409,949	<i>c</i> 193,158	.....	.....	.....	.....	.....
Cincinnati, Hamilton and Dayton.....	2,468,790	2,554,052	2,247,318	1,931,818	2,054,892	1,979,397	1,474,757
Cincinnati Northern.....	319,619	283,003	242,101	218,644	193,049	197,708	<i>d</i>
Cleveland, Cincinnati, Chicago and St. Louis..	7,832,472	8,084,350	7,002,295	6,262,034	6,508,722	6,575,507	4,434,550
Dayton and Union.....	27,437	27,250	25,244	24,959	26,546	23,597	23,671
Delaware and Hudson.....	4,502,552	<i>e</i> 377,994	3,894,990	3,784,721	3,968,197	3,826,762	2,205,144
Delaware, Lackawanna and Western.....	6,973,368	6,981,089	6,325,550	6,026,426	7,397,599	7,444,435	4,831,264
Detroit, Toledo and Ironton.....	473,638	583,849	469,391	427,304	462,802	449,933	<i>e</i>
Erie.....	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	10,101,918	10,319,233	9,403,995
Grand Rapids and Indiana.....	1,243,415	1,319,104	1,195,878	1,075,417	1,057,332	1,101,765	778,822
Hocking Valley.....	1,406,798	1,532,866	1,333,454	1,152,632	1,335,235	1,428,916	1,277,037
Indiana Harbor Belt.....	806,168	788,574	781,896	550,328	686,244	387,935	<i>b</i>
Kanawha and Michigan.....	579,005	616,872	440,612	450,513	477,049	445,351	245,765
Lake Erie and Western.....	1,142,169	1,095,522	1,057,435	910,882	826,249	1,016,888	813,349
Lake Shore and Michigan Southern.....	9,916,270	10,418,072	9,904,179	9,059,711	8,667,606	8,337,557	5,766,452
Lehigh Valley.....	7,978,956	7,702,143	6,789,365	6,175,225	6,531,126	7,874,326	5,265,421
Long Island.....	2,897,274	2,876,453	2,496,877	2,277,988	3,931,301	2,707,785	1,491,286
Maine Central.....	2,059,395	2,379,172	1,953,555	1,828,717	1,930,964	1,742,204	1,184,528
Michigan Central.....	7,569,255	7,631,123	6,794,876	5,653,173	6,102,088	6,271,923	4,320,106
Monongahela.....	237,184	238,888	258,439	174,041	192,985	203,944	<i>f</i>
New Jersey and New York.....	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	115,660	103,807	71,775
New York Central and Hudson River.....	23,676,282	23,192,311	21,578,910	21,379,087	23,706,899	24,151,692	15,685,012
New York, Chicago and St. Louis.....	3,135,662	2,720,060	2,386,659	2,236,881	2,341,905	2,180,579	1,502,302
New York, New Haven and Hartford.....	14,394,773	14,207,234	13,278,366	12,348,278	13,433,879	15,219,591	11,613,575
New York, Philadelphia and Norfolk.....	771,175	745,509	683,816	593,298	582,154	531,350	300,856
New York, Susquehanna and Western.....	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	540,560	509,722	382,050
Pennsylvania Lines (East of Pittsburgh).....	45,258,997	43,148,770	39,469,083	34,756,862	41,477,231	42,135,272	26,179,755
Pennsylvania Lines (West of Pittsburgh)....	13,836,638	12,992,891	12,028,041	9,564,330	10,860,016	11,344,444	6,600,811
Philadelphia and Reading.....	10,228,407	10,136,375	8,212,970	8,584,579	9,082,783	9,444,152	6,416,320
Rutland.....	708,763	678,897	562,424	506,171	493,298	474,365	399,474
Toledo, Peoria and Western.....	264,713	253,254	191,948	216,813	246,243	242,467	222,988
Toledo, St. Louis and Western.....	832,656	790,614	721,073	678,002	824,515	905,963	645,572
Vandalia.....	2,536,123	2,674,616	2,302,649	2,058,626	2,188,071	2,230,632	<i>g</i>
Western Maryland.....	1,889,350	1,760,441	<i>d</i>	1,338,965	1,286,549	1,363,814	323,398
Wheeling and Lake Erie.....	1,520,494	1,767,372	1,778,309	1,636,755	1,531,522	2,124,976	893,229
Wabash Pittsburgh Terminal.....	180,857	197,632	176,261	157,574	155,598	185,654	<i>h</i>
West Side Belt.....	62,670	42,057	41,372	34,694	25,785	35,528	7,808
Total.....	\$223,155,049 <i>j</i> 217,538,770	\$219,964,068 <i>j</i> 214,339,967	\$197,470,533 .....	\$179,011,108 .....	\$209,346,239 .....	\$215,398,930 <i>j</i> 200,258,698	\$142,396,127 <i>j</i> 132,538,307

*a* Organized April, 1906.

*b* Information not available.

*c* Organized in 1910—figures for first six months 1911.

*d* Information not available in proper form.

*e* Organized May, 1905.

*f* Began operations August, 1903.

*g* Consolidated December, 1904.

*h* Organized May, 1904.

*j* Total excluding roads not shown in other years.





## TOTAL TRANSPORTATION EXPENSES.

*By Selected Railroads.*

Railroad.	1912.	1911.	1910.	1909.	1908.	1907.	1902.
Baltimore and Ohio } .. .. .	\$32,751,234	\$32,818,500	\$29,738,992	\$24,453,790	\$27,763,097	\$29,798,079	\$13,816,465
Baltimore and Ohio Southwestern } .. .. .							
Boston and Maine.....	21,317,653	21,229,176	19,075,789	17,800,498	18,621,959	20,830,959	14,384,171
Buffalo, Rochester and Pittsburgh.....	3,137,300	2,933,142	2,551,197	2,095,212	2,424,860	3,003,545	2,123,153
Central New England.....	949,005	939,430	893,718	857,567	884,569	997,214	216,300
Central Railroad of New Jersey.....	8,012,482	7,103,640	6,450,539	5,947,442	6,359,950	8,293,742	5,514,668
Chicago, Indiana and Southern.....	1,458,534	1,411,093	1,289,690	1,093,198	1,128,450	1,170,469	<i>a</i>
Chicago, Terre Haute and Southeastern.....	590,557	<i>b</i> 271,957	.....	.....	.....	.....	.....
Cincinnati, Hamilton and Dayton.....	4,153,647	4,340,892	3,876,400	3,421,168	3,514,330	4,194,752	2,199,835
Cincinnati Northern .....	567,867	479,644	430,534	389,393	342,842	491,003	<i>c</i>
Cleveland, Cincinnati, Chicago and St. Louis..	12,439,596	12,983,568	11,359,713	10,307,806	10,494,657	11,683,944	7,434,538
Dayton and Union .....	64,204	61,512	59,349	63,634	66,504	81,399	80,714
Delaware and Hudson .....	7,487,106	7,305,688	6,851,064	6,678,667	6,885,540	7,155,625	3,975,604
Delaware, Lackawanna and Western.....	10,995,398	10,740,629	9,771,641	9,213,523	9,693,594	10,077,789	7,152,663
Detroit, Toledo and Ironton.....	866,224	959,891	771,776	701,737	756,586	800,265	<i>d</i>
Erie .....	16,938,124	16,064,648	15,254,275	14,582,853	15,794,609	19,399,458	14,763,114
Grand Rapids and Indiana.....	2,233,928	2,228,233	2,051,282	1,827,571	1,882,524	2,097,737	1,457,106
Hocking Valley .....	2,245,657	2,320,411	2,236,704	1,796,841	1,796,244	2,052,755	1,530,786
Indiana Harbor Belt .....	1,186,858	1,251,952	1,138,229	847,027	968,432	923,717	<i>e</i>
Kanawha and Michigan.....	928,427	867,169	690,839	660,058	689,306	772,504	450,160
Lake Erie and Western.....	2,206,739	2,164,033	1,945,750	1,798,276	1,797,646	2,087,863	1,575,587
Lake Shore and Michigan Southern.....	16,818,102	17,110,669	15,884,763	13,200,039	14,182,104	15,964,608	9,947,125
Lehigh Valley .....	12,606,962	11,979,278	10,593,565	9,949,910	11,367,496	12,060,681	9,107,959
Long Island .....	4,876,111	4,757,888	4,003,514	3,658,235	4,993,372	5,403,062	2,732,435
Maine Central .....	3,967,278	3,429,450	3,146,371	3,005,267	3,162,705	3,017,176	2,181,450
Michigan Central .....	12,461,699	12,503,868	10,858,320	9,783,206	10,307,224	13,008,751	7,872,908
Monongahela .....	279,040	282,317	309,525	213,887	222,348	340,884	<i>f</i>
New Jersey and New York.....	356,761	326,941	291,534	280,114	305,658	319,534	171,339
New York Central and Hudson River.....	39,474,658	38,323,070	35,402,018	32,017,949	36,427,369	42,127,097	27,232,666
New York, Chicago and St. Louis.....	4,879,987	4,701,530	4,123,416	3,793,453	3,910,575	4,616,235	3,438,435
New York, New Haven and Hartford.....	25,163,819	24,520,959	22,942,675	22,491,376	23,625,504	25,286,306	18,827,235
New York, Philadelphia and Norfolk.....	1,372,008	1,314,881	1,196,463	1,083,457	1,103,027	1,108,167	606,824
New York, Susquehanna and Western.....	1,146,713	1,081,649	998,991	914,827	925,106	1,029,749	637,128
Pennsylvania Lines (East of Pittsburgh)....	60,377,905	57,883,520	53,233,055	47,495,779	56,729,682	59,547,203	37,121,734
Pennsylvania Lines (West of Pittsburgh)....	19,446,252	18,088,213	17,246,817	14,072,449	15,803,867	18,037,064	10,526,148
Philadelphia and Reading.....	14,753,302	14,181,314	13,371,327	11,829,705	12,437,317	13,712,230	9,373,764
Rutland .....	1,371,348	1,350,646	1,170,462	1,098,012	1,173,371	1,162,620	877,194
Toledo, Peoria and Western.....	490,564	487,583	434,750	416,641	456,602	497,588	444,122
Toledo, St. Louis and Western.....	1,421,708	1,365,427	1,245,382	1,158,378	1,360,660	1,587,550	1,110,161
Vandalia .....	4,018,892	4,175,098	3,617,867	3,369,461	3,613,133	4,186,768	<i>g</i>
Western Maryland .....	2,662,848	2,457,000	<i>c</i>	1,925,333	1,831,143	2,082,696	778,567
Wheeling and Lake Erie.....	2,485,884	2,406,282	2,366,947	1,947,807	2,250,360	2,592,384	1,378,215
Wabash Pittsburgh Terminal.....	259,784	273,238	259,330	253,896	289,441	520,451	<i>h</i>
West Side Belt.....	94,881	78,156	66,324	58,237	69,544	107,788	10,113
Total.....	\$361,327,047	\$351,569,164	\$319,207,897	\$288,556,689	\$318,418,308	\$354,234,411	\$226,050,486
	<i>j</i> 352,099,291	<i>j</i> 342,463,974	.....	.....	.....	<i>j</i> 345,800,854	.....

*a* Organized April 9, 1906.*b* Organized in 1910, figures for first six months in 1911.*c* Information not in available form.*d* Organized in 1905.*e* Information not available.*f* Began operations August 31, 1903.*g* Company consolidated Dec. 29, 1904.*h* Organized May 7, 1904.*j* Total excluding roads not shown in 1902.



TOTAL REVENUE FROM TRANSPORTATION,  
By Selected Railroads.

Railroads.	1912.	1911.	1910.	1909.	1908.	1907.	1902.
Baltimore and Ohio	\$91,658,119	\$87,263,060	\$88,113,425	\$70,500,351	\$73,061,434	\$82,243,922	\$51,178,051
Baltimore and Ohio Southwestern }							
Boston and Maine . . . . .	45,545,068	44,086,603	42,680,707	38,896,362	28,344,536	40,836,388	31,644,223
Buffalo, Rochester and Pittsburgh.....	9,498,735	9,060,495	8,785,639	7,071,793	7,405,823	8,151,446	6,048,717
Central New England . . . . .	3,447,684	3,200,805	3,010,851	2,521,988	2,059,621	2,151,999	583,838
Central Railroad of New Jersey.....	25,107,585	24,083,762	23,164,217	21,353,947	22,229,430	25,190,693	16,297,166
Chicago, Indiana and Southern.....	3,930,747	3,653,938	3,695,680	2,795,216	2,696,979	2,646,791	<i>a</i>
Chicago, Terre Haute and Southeastern.....	1,821,190	1,828,444	.....	.....	.....	.....	.....
Cincinnati, Hamilton and Dayton.....	9,619,537	9,352,603	9,204,222	7,719,216	7,876,347	8,765,857	5,295,839
Cincinnati Northern . . . . .	1,320,083	1,240,636	1,239,571	1,103,154	916,448	1,030,355	<i>d</i>
Cleveland, Cincinnati, Chicago and St. Louis..	30,435,625	30,430,088	29,109,866	25,648,125	24,504,334	25,154,873	18,448,927
Dayton and Union . . . . .	138,315	145,844	159,833	159,456	148,773	152,385	158,765
Delaware and Hudson . . . . .	21,094,594	20,834,895	19,385,409	18,752,617	19,474,513	18,320,614	11,487,542
Delaware, Lackawanna and Western.....	35,307,881	35,765,616	35,848,879	33,434,773	33,657,669	33,915,978	21,928,022
Detroit, Toledo and Ironton.....	1,734,039	1,761,942	1,559,267	1,516,824	1,610,295	1,645,485	<i>e</i>
Erie . . . . .	48,118,898	48,223,463	46,435,680	43,017,900	42,329,229	45,556,981	36,405,752
Grand Rapids and Indiana.....	5,135,535	5,026,634	5,053,021	4,581,361	4,597,512	4,877,961	3,715,377
Hocking Valley . . . . .	7,113,596	6,953,923	7,536,502	5,854,765	5,817,397	6,294,167	5,097,434
Indiana Harbor Belt.....	2,578,782	2,389,560	2,084,174	1,518,952	1,532,145	764,864	<i>b</i>
Kanawha and Michigan.....	3,134,846	3,101,188	2,761,491	2,119,756	2,011,322	2,116,022	1,087,864
Lake Erie and Western.....	5,512,969	5,432,170	5,414,331	4,545,366	4,284,152	4,806,026	4,301,572
Lake Shore and Michigan Southern.....	50,136,045	47,981,468	48,150,590	41,120,771	40,431,529	42,822,390	29,473,002
Lehigh Valley . . . . .	36,639,870	37,416,152	35,922,232	32,952,415	35,229,335	35,138,658	23,125,280
Long Island . . . . .	10,487,413	9,891,573	9,145,412	8,120,493	9,842,551	9,817,826	5,820,889
Maine Central . . . . .	10,558,049	8,984,400	8,852,674	8,278,642	8,446,622	8,232,988	6,206,143
Michigan Central . . . . .	31,033,014	29,461,381	28,564,355	25,283,826	25,481,193	27,121,701	18,675,427
Monongahela . . . . .	1,358,446	1,237,710	1,484,943	927,612	840,839	983,172	<i>f</i>
New Jersey and New York.....	801,381	752,343	690,263	632,498	608,370	475,583	341,020
New York Central and Hudson River.....	103,196,926	99,415,768	95,600,266	86,468,147	85,942,811	92,888,090	68,712,404
New York, Chicago and St. Louis.....	11,540,328	11,137,636	10,815,520	9,349,323	9,640,394	10,227,428	7,253,856
New York, New Haven and Hartford.....	63,359,656	60,742,409	59,389,096	53,162,579	51,790,684	55,145,633	43,095,273
New York, Philadelphia and Norfolk.....	3,376,040	3,328,834	3,332,765	2,875,978	2,984,537	2,814,832	1,489,432
New York, Susquehanna and Western.....	2,835,149	2,945,591	2,678,244	2,514,620	2,464,991	2,392,929	1,845,269
Pennsylvania Lines (East of Pittsburgh)....	162,811,961	156,051,281	158,857,224	137,569,413	148,091,713	156,266,645	104,669,314
Pennsylvania Lines (West of Pittsburgh)....	54,494,902	50,737,704	55,280,922	41,479,099	43,052,885	48,239,441	30,156,769
Philadelphia and Reading . . . . .	44,072,591	44,044,969	43,864,179	38,764,301	39,563,261	42,221,447	29,035,141
Rutland . . . . .	3,403,467	3,385,123	3,151,897	2,838,019	2,855,526	2,879,707	2,102,464
Toledo, Peoria and Western.....	1,264,656	1,282,654	1,164,912	1,087,653	1,214,868	1,220,042	1,071,126
Toledo, St. Louis and Western.....	3,836,530	3,753,623	3,745,511	3,399,013	3,794,074	4,110,443	2,591,150
Vandalia . . . . .	9,938,497	10,339,799	9,753,217	8,701,607	9,123,899	9,771,567	<i>g</i>
Western Maryland . . . . .	7,211,981	7,171,612	<i>d</i>	5,919,918	5,607,683	5,480,625	2,043,088
Wheeling and Lake Erie.....	7,428,431	6,732,349	6,847,003	5,577,369	5,229,401	6,048,727	3,435,467
Wabash Pittsburgh Terminal . . . . .	649,001	666,470	735,599	713,646	1,174,388	1,105,622	<i>h</i>
West Side Belt . . . . .	482,624	385,920	385,435	217,191	230,138	326,258	35,750
Total.....	\$972,871,856	\$940,697,639	\$921,711,824	\$811,066,085	\$828,159,692	\$880,334,512	\$594,858,363
	<i>j</i> 949,541,071	<i>j</i> 918,567,140	.....	.....	.....	<i>j</i> 862,386,675	.....

*a* Organized April, 1906.  
*b* Information not available.  
*c* Organized in 1910—figures first 6 months of 1911.  
*d* Information not available in proper form.  
*e* Organized May, 1905.  
*f* Began operations August, 1903.  
*g* Consolidated December, 1904.  
*h* Organized May, 1904.  
*j* Total excluding roads not shown in 1902.





# LABOR COST OF OPERATION.

## By Selected Railroads.

Railroads.	1912.	1911.	1910.	1909.	1908.	1907.	1902
Baltimore and Ohio							
Baltimore and Ohio Southwestern j	\$43,554,565	\$42,241,675	\$39,221,242	\$30,909,165	\$35,624,409	\$36,888,687	\$24,122,568
Boston and Maine	22,147,777	22,500,777	19,899,331	18,163,058	18,530,779	18,610,626	13,966,526
Buffalo, Rochester, and Pittsburgh	4,057,861	3,903,860	3,755,499	2,994,508	3,324,912	3,447,020	2,467,749
Central New England	1,146,075	1,126,854	1,046,813	987,230	991,308	954,239	293,212
Central Railroad of New Jersey	9,745,916	9,502,076	8,757,764	7,819,747	8,455,730	8,609,837	5,869,164
Chicago, Indiana, and Southern	1,778,672	1,849,922	1,667,904	1,441,212	1,405,996	2,051,666	a
Chicago, Terre Haute, and Southeastern	870,172	c412,649					
Cincinnati, Hamilton, and Dayton	4,612,830	4,791,489	4,285,404	3,727,935	3,916,953	4,083,522	2,165,982
Cincinnati Northern	557,802	517,013	456,649	439,291	407,379	432,069	d
Cleveland, Cincinnati, Chicago, and St. Louis	13,456,281	13,729,289	12,386,851	11,141,812	11,293,459	11,393,684	7,542,906
Dayton and Union	43,669	44,303	55,723	57,309	49,631	47,284	46,421
Delaware and Hudson	8,086,402	7,776,018	6,922,723	6,736,559	7,417,751	6,959,861	3,612,765
Delaware, Lackawanna, and Western	14,953,996	14,236,979	13,132,599	12,304,066	13,107,849	12,617,617	8,547,008
Detroit, Toledo, and Ironton	945,051	1,014,228	890,377	785,305	836,686	1,009,006	e
Erie	22,942,262	21,538,320	20,866,896	19,249,800	20,617,568	20,789,503	15,418,405
Grand Rapids and Indiana	2,416,036	2,476,740	2,281,122	2,033,604	2,007,746	2,019,392	1,453,510
Hocking Valley	2,920,512	3,002,471	2,808,531	2,526,791	2,443,977	2,587,542	2,109,260
Indiana Harbor Belt	1,041,593	b	b	b	b	b	b
Kanawha and Michigan	1,236,677	1,171,760	910,648	887,286	890,496	893,571	478,044
Lake Erie and Western	2,503,195	2,569,105	2,357,229	2,169,001	1,831,552	2,240,653	1,896,925
Lake Shore and Michigan Southern	21,208,225	23,161,018	21,178,485	16,646,790	16,835,870	18,403,570	10,867,179
Lehigh Valley	15,472,145	15,003,166	13,863,851	12,297,920	13,069,891	14,412,015	10,124,035
Long Island	5,011,468	4,992,757	4,527,705	4,169,992	5,142,509	5,332,345	2,567,096
Maine Central	4,166,205	4,650,742	3,869,983	3,466,515	3,545,297	3,286,422	2,183,315
Michigan Central	13,134,470	13,752,597	12,379,896	10,419,139	10,640,962	10,773,764	7,235,990
Monongahela	494,890	490,803	490,352	344,939	383,348	459,841	f
New Jersey and New York	b	b	b	b	167,485	155,595	94,536
New York Central and Hudson River	51,719,915	50,003,929	45,818,076	40,059,538	44,146,412	45,610,442	29,043,422
New York, Chicago, and St. Louis	5,307,829	5,290,804	4,583,546	3,831,290	4,189,643	4,095,193	2,752,714
New York, New Haven, and Hartford	25,734,786	25,260,157	23,596,607	22,098,263	23,876,652	24,052,645	17,576,388
New York, Philadelphia, and Norfolk	1,252,857	1,191,132	1,058,840	936,742	947,253	876,205	473,587
New York, Susquehanna and Western	1,144,099	b	b	b	1,036,481	963,983	560,911
Pennsylvania Lines (East of Pittsburgh)	92,216,122	87,443,210	81,161,962	69,718,842	75,924,499	78,286,100	47,341,875
Pennsylvania Lines (West of Pittsburgh)	26,669,235	24,195,980	23,685,601	18,182,331	19,852,281	21,321,293	12,028,406
Philadelphia and Reading	19,265,743	18,809,294	17,209,422	15,914,038	16,047,182	16,616,124	11,248,460
Rutland	1,475,478	1,416,198	1,206,021	1,089,346	1,125,191	1,097,593	897,497
Toledo, Peoria, and Western	605,576	600,102	543,594	514,654	564,005	521,776	449,828
Toledo, St. Louis, and Western	1,583,073	1,559,531	1,482,681	1,336,860	1,590,224	1,674,625	1,140,739
Vandalia	4,993,995	5,043,569	4,629,669	4,059,119	4,255,116	4,217,529	g
Western Maryland	3,027,217	2,785,354		2,245,261	2,177,378	2,285,294	588,567
Wheeling and Lake Erie	3,542,800	3,614,882	3,256,405	3,179,084	3,023,931	3,571,988	1,696,557
Wabash Pittsburgh Terminal	486,745	525,011	553,897	503,056	323,475	370,427	h
West Side Belt	77,366	85,086	92,352	77,642	65,392	89,110	16,190
Total	\$457,607,583	\$444,280,920	\$406,962,251	\$355,465,040	\$382,684,718	\$394,109,658	\$248,877,737
	j445,294,564	j434,427,655				j384,449,542	j248,222,290

a Organized April, 1906.

b Information not available.

c Organized in 1910; figures for first six months of 1911.

d Information not available in proper form.

e Organized May, 1905.

f Began operation August, 1903.

g Consolidated December, 1904.

h Organized May, 1904.

j Total, excluding roads not shown in other years.





# MAINTENANCE OF EQUIPMENT EXPENSE.

*By Selected Railroads.*

Railroads.	1912.	1911.	1907.	1902.	1897.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	\$16,651,534	\$15,881,620	\$13,297,076	\$6,717,866	\$3,527,437
Boston and Maine	6,411,596	6,248,435	4,305,914	3,346,484	1,914,677
Buffalo, Rochester and Pittsburgh	1,807,077	1,767,456	1,279,986	835,267	602,870
Central New England	268,754	272,445	211,633	60,003	<i>a</i>
Central Railroad of New Jersey	3,831,109	3,733,032	3,125,917	2,169,560	1,364,000
Chicago, Indiana and Southern	1,145,298	741,008	424,257	<i>b</i>	.....
Chicago, Terre Haute and Southeastern	369,255	<i>c</i> 162,618	.....	.....	.....
Cincinnati, Hamilton and Dayton	1,703,448	1,702,727	1,571,766	596,014	392,390
Cincinnati Northern	285,723	258,717	295,465	<i>d</i>	<i>e</i> 80,000
Cleveland, Cincinnati, Chicago and St. Louis	5,395,234	5,292,012	3,882,146	2,768,921	1,525,430
Dayton and Union	17,476	14,504	14,000	18,000	13,000
Delaware and Hudson	2,978,844	3,040,417	2,182,554	1,157,633	830,616
Delaware, Lackawanna and Western	6,020,915	5,361,127	3,134,101	2,625,148	2,284,831
Detroit, Toledo and Ironton	232,043	241,341	410,126	<i>f</i>	.....
Erie	8,601,123	8,141,176	7,963,902	5,123,165	4,030,000
Grand Rapids and Indiana	882,930	853,489	853,440	517,246	326,185
Hocking Valley	1,192,191	1,124,608	1,491,995	860,268	<i>a</i>
Indiana Harbor Belt	295,124	304,807	88,171	<i>g</i>	<i>g</i>
Kanawha and Michigan	570,346	552,193	551,151	144,322	51,400
Lake Erie and Western	1,003,128	1,055,587	751,497	467,689	303,000
Lake Shore and Michigan Southern	8,255,521	7,580,622	6,101,508	5,608,442	2,629,709
Lehigh Valley	6,313,317	6,003,287	6,186,642	5,149,924	2,564,659
Long Island	1,310,084	1,345,781	1,157,444	535,234	300,250
Maine Central	1,434,053	1,335,278	1,303,215	1,124,914	427,908
Michigan Central	4,232,529	4,341,404	4,597,460	2,663,673	1,467,990
Monongahela	111,897	101,515	69,142	<i>h</i>	.....
New Jersey and New York	43,331	41,345	53,893	39,599	29,000
New York Central and Hudson River	18,360,205	17,479,148	15,974,357	9,270,964	4,435,473
New York, Chicago and St. Louis	1,254,596	1,426,015	1,481,080	1,033,029	594,000
New York, New Haven and Hartford	8,046,992	6,416,772	5,638,748	5,426,008	3,324,106
New York, Philadelphia and Norfolk	595,360	587,984	322,914	244,882	202,308
New York, Susquehanna and Western	275,196	274,650	291,200	183,227	142,000
Pennsylvania Lines (East of Pittsburgh)	32,650,326	29,743,383	28,302,876	15,701,144	8,804,073
Pennsylvania Lines (West of Pittsburgh)	9,861,581	8,899,119	8,185,288	4,604,255	1,950,959
Philadelphia and Reading	8,308,641	8,095,783	7,824,168	3,542,895	<i>d</i>
Rutland	623,579	527,057	431,406	177,368	57,461
Toledo, Peoria and Western	286,529	257,836	275,872	163,827	67,702
Toledo, St. Louis and Western	620,322	569,026	509,943	341,545	243,791
Vandalia	1,987,525	1,906,137	1,824,029	<i>i</i>	.....
Western Maryland	925,479	856,038	720,558	189,316	98,927
Wheeling and Lake Erie	1,402,076	1,328,110	1,041,572	533,520	<i>d</i>
Wabash Pittsburgh Terminal	135,856	105,900	95,748	<i>k</i>	.....
West Side Belt	65,591	70,767	22,557	5,109	3,000
Total	\$166,703,734 /162,201,013	\$156,042,276 /152,220,233	\$138,246,717 /135,039,779	\$83,946,461 .....	\$44,509,152 .....

*a* Organized in 1899.

*b* Organized in April, 1906.

*c* Organized in 1910. Figures for first 6 months of 1911.

*d* Information not available in proper form.

*e* Incorporated in 1897—figures for 1898 (not included in total.)

*f* Organized in May, 1905.

*g* Information not available.

*h* Began operations August, 1903.

*i* Consolidated December, 1904.

*j* Organized May, 1904.

*l* Total excluding roads not shown in 1902.



MAINTENANCE OF WAYS AND STRUCTURES.  
By Selected Railroads.

Railroads.	1912.	1911.	1907.	1902.	1897.
Baltimore and Ohio	\$11,365,454	\$10,279,616	\$10,461,781	\$6,270,987	\$4,135,999
Baltimore and Ohio Southwestern }					
Boston and Maine.....	5,823,545	6,066,123	4,905,227	3,987,360	2,526,853
Buffalo, Rochester and Pittsburgh.....	1,195,263	1,148,663	775,929	534,642	407,003
Central New England .....	500,793	609,655	1,331,850	125,470	<i>a</i>
Central Railroad of New Jersey.....	2,635,358	2,498,265	2,104,522	1,548,672	.....
Chicago, Indiana and Southern.....	559,509	517,935	395,997	<i>b</i>	.....
Chicago, Terre Haute and Southeastern.....	269,944	<i>c</i> 89,474	.....	.....	.....
Cincinnati, Hamilton and Dayton.....	1,000,947	834,462	1,078,613	479,970	349,452
Cincinnati Northern .....	247,765	235,306	211,647	<i>d</i>	<i>e</i>
Cleveland, Cincinnati, Chicago and St. Louis.....	3,555,982	3,871,695	3,424,655	2,560,204	1,733,796
Dayton and Union .....	22,366	21,994	2,547	21,000	19,000
Delaware and Hudson.....	1,661,762	1,597,919	1,514,608	1,197,092	852,146
Delaware, Lackawanna and Western.....	4,392,036	4,045,908	4,971,399	3,293,953	2,032,911
Detroit, Toledo and Ironton.....	336,358	440,104	316,631	<i>f</i>	.....
Erie . . . . .	5,266,005	5,166,063	4,788,115	3,695,764	2,777,487
Grand Rapids and Indiana.....	601,728	659,824	738,842	684,420	397,259
Hocking Valley .....	853,403	839,640	806,625	568,155	<i>a</i>
Indiana Harbor Belt.....	317,142	341,900	83,738	<i>g</i>	<i>g</i>
Kanawha and Michigan.....	405,947	368,251	426,441	233,421	93,524
Lake Erie and Western.....	801,085	913,938	590,289	801,882	343,000
Lake Shore and Michigan Southern.....	5,655,083	7,928,833	5,701,997	4,426,571	1,949,039
Lehigh Valley .....	3,963,589	3,620,176	3,196,854	4,632,997	2,107,070
Long Island .....	1,423,390	1,189,026	1,087,098	710,697	442,610
Maine Central .....	1,880,247	1,416,938	1,076,193	1,081,192	907,395
Michigan Central .....	3,424,356	4,042,539	4,560,177	3,546,518	1,908,356
Monongahela . . . . .	199,556	243,271	185,376	<i>h</i>	.....
New Jersey and New York.....	90,465	82,215	70,645	43,498	25,000
New York Central and Hudson River.....	13,863,788	13,695,401	11,905,030	8,600,032	4,879,336
New York, Chicago and St. Louis.....	1,312,397	1,268,514	1,456,253	958,416	572,000
New York, New Haven and Hartford.....	6,829,361	6,980,036	5,479,089	6,157,902	3,526,974
New York, Philadelphia and Norfolk.....	331,437	398,184	387,931	197,900	73,212
New York, Susquehanna and Western.....	276,078	309,163	351,595	223,573	143,000
Pennsylvania Lines (East of Pittsburgh).....	18,619,833	19,349,129	18,431,455	12,984,735	7,164,517
Pennsylvania Lines (West of Pittsburgh).....	7,572,917	5,892,237	6,799,981	4,919,623	1,838,124
Philadelphia and Reading.....	4,161,751	4,072,261	3,606,192	2,979,115	896,310
Rutland . . . . .	404,458	444,476	450,459	264,091	95,164
Toledo, Peoria and Western.....	200,036	224,147	268,374	238,541	162,415
Toledo, St. Louis and Western.....	423,902	456,134	537,886	363,890	311,233
Vandalia . . . . .	1,413,938	1,422,446	1,384,674	<i>i</i>	.....
Western Maryland .....	994,543	857,880	609,025	168,712	106,672
Wheeling and Lake Erie.....	871,515	747,538	728,469	522,973	<i>g</i>
Wabash Pittsburgh Terminal .....	97,037	85,321	119,634	<i>k</i>	.....
West Side Belt.....	65,422	74,230	46,441	4,675	.....
Total.....	\$115,887,491 <i>j</i> 112,446,242	\$115,346,830 <i>j</i> 111,971,073	\$107,370,284 <i>j</i> 104,672,587	\$79,028,643 .....	\$42,776,857 .....

*a* Organized in 1899.  
*b* Organized in April, 1906.  
*c* Organized in 1910, figures for first six months in 1911.  
*d* Information not available in proper form.  
*e* Incorporated in 1897.  
*f* Organized in May, 1905.  
*g* Information not available.  
*h* Began operations August, 1903.  
*i* Company consolidated December, 1904.  
*j* Total excluding roads not shown in 1902.  
*k* Organized May, 1904.





## TOTAL MAINTENANCE EXPENSE.

*By Selected Railroads.*

Railroad.	1912.	1911.	1907.	1902.	1897.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	\$28,016,988	\$26,161,236	\$23,758,857	\$12,988,853	\$7,663,436
Boston and Maine .....	12,235,141	12,314,558	9,211,141	7,333,844	4,441,530
Buffalo, Rochester and Pittsburgh.....	3,002,340	2,916,119	2,055,915	1,369,909	1,009,873
Central New England .....	769,547	882,100	1,543,483	185,473	<i>a</i>
Central Railroad of New Jersey.....	6,466,467	6,231,297	5,230,439	3,718,232	1,364,000
Chicago, Indiana and Southern.....	1,704,807	1,258,943	820,254	<i>b</i>	.....
Chicago, Terre Haute and Southeastern.....	579,199	<i>c</i> 252,092	.....	.....	.....
Cincinnati, Hamilton and Dayton.....	2,704,395	2,537,189	2,650,379	1,075,984	741,842
Cincinnati Northern .....	533,488	494,023	507,112	<i>d</i>	<i>e</i>
Cleveland, Cincinnati, Chicago and St. Louis.....	8,951,216	9,163,707	7,306,801	5,329,125	3,259,226
Dayton and Union .....	39,842	36,498	16,547	39,000	32,000
Delaware and Hudson.....	4,640,606	4,638,336	3,697,162	2,354,725	1,682,762
Delaware, Lackawanna and Western.....	10,412,951	9,407,035	8,105,500	5,919,101	4,317,742
Detroit, Toledo and Ironton.....	568,401	681,445	726,757	<i>f</i>	.....
Erie .....	13,867,128	13,307,239	12,752,017	8,818,929	6,807,487
Grand Rapids and Indiana.....	1,484,658	1,513,313	1,592,282	1,201,666	723,444
Hocking Valley .....	2,045,594	1,964,248	2,298,620	1,428,423	<i>a</i>
Indiana Harbor Belt.....	612,266	646,707	171,909	<i>g</i>	<i>g</i>
Kanawha and Michigan.....	975,293	920,444	977,592	377,743	144,924
Lake Erie and Western.....	1,804,213	1,969,525	1,341,786	1,269,571	646,000
Lake Shore and Michigan Southern.....	13,910,604	15,509,455	11,803,505	10,035,013	4,578,748
Lehigh Valley .....	10,276,905	9,623,463	9,383,496	9,782,921	4,671,729
Long Island .....	2,733,474	2,534,807	2,244,542	1,245,931	742,860
Maine Central .....	3,314,300	2,752,216	2,379,408	2,206,106	1,335,303
Michigan Central .....	7,656,885	8,383,943	9,157,637	6,210,191	3,376,346
Monongahela .....	311,453	344,786	254,518	<i>h</i>	.....
New Jersey and New York.....	133,796	123,560	124,538	83,097	54,000
New York Central and Hudson River.....	32,223,993	31,174,549	27,879,387	17,870,996	9,314,809
New York, Chicago and St. Louis.....	2,566,993	2,694,529	2,937,333	1,991,445	1,166,000
New York, New Haven and Hartford.....	14,876,353	13,396,808	11,117,837	11,583,910	6,851,080
New York, Philadelphia and Norfolk.....	926,797	986,168	710,845	442,782	275,520
New York, Susquehanna and Western.....	552,274	583,813	642,795	406,800	285,000
Pennsylvania Lines (East of Pittsburgh).....	51,270,159	49,092,512	46,734,331	28,685,879	15,968,590
Pennsylvania Lines (West of Pittsburgh).....	17,434,498	14,791,356	14,985,269	9,523,878	3,789,083
Philadelphia and Reading.....	12,470,392	12,168,044	11,430,360	6,522,010	<i>d</i>
Rutland .....	1,028,037	971,533	881,865	441,459	152,625
Toledo, Peoria and Western.....	486,565	481,983	544,246	402,368	230,117
Toledo, St. Louis and Western.....	1,044,224	1,025,160	1,047,829	705,435	555,024
Vandalia .....	3,401,463	3,328,583	3,208,703	<i>i</i>	.....
Western Maryland .....	1,920,022	1,713,918	1,329,583	358,028	205,599
Wheeling and Lake Erie.....	2,273,591	2,075,648	1,770,041	1,056,493	<i>d</i>
Wabash Pittsburgh Terminal.....	232,893	191,221	215,382	<i>k</i>	.....
West Side Belt.....	134,013	144,997	68,998	9,784	<i>g</i>
Total.....	\$282,594,225 <i>j</i> 274,650,255	\$271,389,106 <i>j</i> 264,191,306	\$245,617,001 <i>j</i> 239,712,366	\$162,975,104 .....	\$87,286,009 .....

*a* Organized in 1899.*b* Organized in April, 1906.*c* Organized in 1910, figures for first six months in 1911.*d* Information not available in proper form.*e* Incorporated in 1897.*f* Organized in May, 1905.*g* Information not available.*h* Began operations August, 1903.*i* Consolidated December, 1904.*k* Organized May, 1904.*j* Total excluding roads not shown in 1902.



# LABOR COST OF MAINTENANCE.

By Selected Railroads.

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	\$18,275,054	\$17,211,169	\$15,324,995	\$9,821,373
Boston and Maine.....	6,675,308	6,818,251	6,056,020	4,587,141
Buffalo, Rochester and Pittsburgh.....	1,959,802	1,943,932	1,698,188	1,176,426
Central New England.....	498,118	499,692	408,787	134,640
Central Railroad of New Jersey.....	3,160,431	3,121,013	2,404,128	1,592,216
Chicago, Indiana and Southern.....	1,005,275	1,067,122	1,376,922	a
Chicago, Terre Haute and Southeastern.....	368,685	b173,635	.....	.....
Cincinnati, Hamilton and Dayton.....	1,893,963	1,950,087	1,752,296	602,253
Cincinnati Northern.....	211,669	205,378	210,432	c
Cleveland, Cincinnati, Chicago and St. Louis.....	4,847,076	4,838,291	4,369,571	2,688,908
Dayton and Union.....	12,907	13,954	16,387	16,548
Delaware and Hudson.....	3,031,470	2,936,204	2,790,069	1,331,739
Delaware, Lackawanna and Western.....	6,072,850	5,395,726	4,798,097	3,323,903
Detroit, Toledo and Ironton.....	406,597	364,588	538,877	d
Erie.....	e	e	8,281,506	5,474,038
Grand Rapids and Indiana.....	959,923	947,025	815,357	599,029
Hocking Valley.....	1,340,768	1,274,913	1,068,007	687,117
Indiana Harbor Belt.....	170,409	227,050	117,765	e
Kanawha and Michigan.....	581,050	476,107	428,566	214,623
Lake Erie and Western.....	1,177,746	1,281,131	1,117,420	916,140
Lake Shore and Michigan Southern.....	9,596,029	11,292,605	9,040,501	4,539,214
Lehigh Valley.....	5,478,161	5,347,418	5,967,240	4,186,960
Long Island.....	1,215,942	1,229,119	1,325,902	889,977
Maine Central.....	1,775,008	1,927,246	1,379,304	878,863
Michigan Central.....	4,894,414	5,466,051	4,133,409	2,645,570
Monongahela.....	236,543	232,161	243,868	f
New Jersey and New York.....	c	c	48,849	22,760
New York Central and Hudson River.....	23,041,545	21,944,249	19,840,916	12,498,835
New York, Chicago and St. Louis.....	1,765,068	1,866,136	1,711,597	1,083,399
New York, New Haven and Hartford.....	9,781,881	9,583,177	8,098,970	5,356,366
New York, Philadelphia and Norfolk.....	376,098	350,247	251,386	118,705
New York, Susquehanna and Western.....	c	c	425,081	170,941
Pennsylvania Lines (East of Pittsburgh).....	39,502,086	36,840,540	33,525,671	17,623,528
Pennsylvania Lines (West of Pittsburgh).....	11,420,272	9,836,578	9,425,195	5,090,970
Philadelphia and Reading.....	7,161,115	6,914,782	7,023,632	4,226,368
Rutland.....	697,650	672,768	497,511	396,130
Toledo, Peoria and Western.....	288,656	297,137	250,603	201,648
Toledo, St. Louis and Western.....	648,789	654,964	688,936	437,272
Vandalia.....	2,189,396	2,100,306	1,854,329	g
Western Maryland.....	988,523	872,532	826,864	209,303
Wheeling and Lake Erie.....	1,766,721	1,669,267	1,286,805	684,234
Wabash Pittsburgh Terminal.....	207,356	226,903	184,774	h
West Side Belt.....	14,696	39,058	53,582	6,797
Total.....	\$175,695,060 j170,899,148	\$170,108,512 j165,511,369	\$161,658,313 j148,375,910	\$94,433,935 j88,766,195

a Organized in April, 1906.

b Organized in 1910, figures for first six months in 1911.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations in August, 1903.

g Consolidated in December, 1904.

h Organized in May, 1904.

j Totals excluding roads not shown in other years.





# LABOR COST OF GENERAL ADMINISTRATION.

By Selected Railroads.

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio } Baltimore and Ohio Southwestern } .....	\$3,452,641	\$3,227,195	\$2,935 883	\$606,099
Boston and Maine.....	1,045,525	950,248	781,762	698,568
Buffalo, Rochester and Pittsburgh.....	204,583	167,481	128,136	85,722
Central New England.....	8,162	30,587	29,537	26,856
Central Railroad of New Jersey.....	1,011,527	997 555	414,882	355,117
Chicago, Indiana and Southern.....	120,656	118,489	123,080	a
Chicago, Terre Haute and Southeastern.....	91,538	b45,856	.....	.....
Cincinnati, Hamilton and Dayton.....	250,077	287,350	351,829	88,971
Cincinnati Northern .....	26,514	28,633	23,929	c
Cleveland, Cincinnati, Chicago and St. Louis.....	776,733	806,648	448,606	419,449
Dayton and Union.....	3,325	3,098	7 299	6,202
Delaware and Hudson.....	552,379	461,820	343,031	75,882
Delaware, Lackawanna and Western.....	1,907,778	1,860,164	375,086	391,841
Detroit, Toledo and Ironton.....	64,815	65,791	20,196	d
Erie . . . . .	e	e	2,188,764	540,372
Grand Rapids and Indiana.....	212,698	210,612	102,270	65,659
Hocking Valley .....	172,946	194,693	90,620	145,106
Indiana Harbor Belt.....	65,016	63,189	38,176	e
Kanawha and Michigan.....	71,797	78,781	19,654	17,656
Lake Erie and Western.....	183,279	192,452	106,345	167,436
Lake Shore and Michigan Southern.....	1,695,925	1,450 341	1,025,512	561,512
Lehigh Valley .....	2,015,028	1,953,605	570,449	671,655
Long Island .....	898,252	887,186	298,658	185,833
Maine Central .....	331,803	344,324	164,914	119,924
Michigan Central .....	670,801	655,423	368,432	270,321
Monongahela . . . . .	21,163	19,753	12,030	f
New Jersey and New York.....	e	e	2,940	e
New York Central and Hudson River.....	5,002,088	4 867,369	1,617,834	859,575
New York, Chicago and St. Louis.....	407,099	704,608	203,017	167,012
New York, New Haven and Hartford.....	1,558,132	1,469,746	734,084	606,446
New York, Philadelphia and Norfolk.....	105,585	95,376	93,469	54,026
New York, Susquehanna and Western.....	e	e	29,179	7,920
Pennsylvania Lines (East of Pittsburgh).....	7,455 039	7,443,901	2,625,158	3,538,591
Pennsylvania Lines (West of Pittsburgh).....	1,412,324	1,366,512	551,654	336,626
Philadelphia and Reading.....	1,876,221	1,758,137	746,741	605,773
Rutland . . . . .	69,064	64,534	125,717	101,893
Toledo, Peoria and Western.....	52,206	49,711	28,706	25,192
Toledo, St. Louis and Western.....	101,629	113,953	79,726	57,895
Vandalia . . . . .	268,476	268,647	132,568	g
Western Maryland .....	149,344	152,380	94,616	55,866
Wheeling and Lake Erie.....	255,585	178,243	160,207	119,094
Wabash Pittsburgh Terminal.....	98,531	100,476	e	h
West Side Belt.....	e	3,970	e	1,586
Total.....	\$34,666,285 j33,909,575	\$33,738,839 j33,024,035	\$18,194,692 j15,623,830	\$12,037,676 11,487,798

a Organized in April, 1906.

b Organized in 1910, figures for first six months in 1911.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations in August, 1903.

g Consolidated in December, 1904.

h Organized in May, 1904.

j Totals excluding roads not shown in other years.





## COST OF GENERAL OFFICERS.

*By Selected Railroads.*

Railroads.	1912.	1911.	1907.	1902.
Baltimore and Ohio } Baltimore and Ohio Southwestern }	\$527,866	\$516,697	\$597,800	\$224,048
Boston and Maine.....	161,108	190,402	226,151	193,967
Buffalo, Rochester and Pittsburgh.....	47,650	45,933	62,800	39,100
Central New England.....	e	1 500	12,909	19,050
Central Railroad of New Jersey.....	145,181	144,777	113,787	88,404
Chicago, Indiana and Southern.....	19,000	20,250	23,519	a
Chicago, Terre Haute and Southeastern.....	43,200	b22,750	.....	.....
Cincinnati, Hamilton and Dayton.....	60,556	70,155	42,914	27,510
Cincinnati Northern .....	6,328	6,923	13,632	c
Cleveland, Cincinnati, Chicago and St. Louis.....	115,987	121,389	174,346	121,200
Dayton and Union.....	2,720	2,432	1,800	4,101
Delaware and Hudson.....	73,250	63,462	40,395	e
Delaware, Lackawanna and Western.....	235,014	215,405	126,937	98,005
Detroit, Toledo and Ironton.....	16,323	16,000	6,181	d
Erie . . . . .	367,157	362,508	315 644	176,875
Grand Rapids and Indiana.....	74,603	76,153	61,008	40,908
Hocking Valley .....	86,322	77,200	55,560	53,500
Indiana Harbor Belt.....	5,500	3,000	6,769	e
Kanawha and Michigan.....	16,133	25,400	10,245	11,679
Lake Erie and Western.....	18,825	17,055	26,560	59,320
Lake Shore and Michigan Southern.....	376,293	397,508	284,152	98,800
Lehigh Valley .....	196,001	184,895	129,718	128,320
Long Island .....	59,088	59,088	80,100	33,100
Maine Central .....	70,012	73,200	78,200	52,667
Michigan Central .....	138,837	142,883	174,344	156,238
Monongahela . . . . .	3,850	3,800	6,200	f
New Jersey and New York.....	e	e	e	e
New York Central and Hudson River.....	291,106	294,500	414,712	302,357
New York, Chicago and St. Louis.....	59,331	49,470	68,109	56,767
New York, New Haven and Hartford.....	324,595	303,011	297,837	238,833
New York, Philadelphia and Norfolk.....	18,400	18,400	28,152	17,400
New York, Susquehanna and Western.....	863	1,100	e	e
Pennsylvania Lines (East of Pittsburgh).....	840,502	857,584	639,000	375,490
Pennsylvania Lines (West of Pittsburgh).....	210,174	203,457	128,435	104,638
Philadelphia and Reading.....	143,706	146,552	148,340	180,434
Rutland . . . . .	51,967	45,378	44,005	49,351
Toledo, Peoria and Western.....	12,750	12,350	12,700	12,600
Toledo, St. Louis and Western.....	29,985	36,708	44,200	31,600
Vandalia . . . . .	47,080	46,780	41,575	g
Western Maryland .....	35,012	33 873	41,175	20,900
Wheeling and Lake Erie.....	77,542	59,230	61,153	41,975
Wabash Pittsburgh Terminal.....	30,600	38,300	e	h
West Side Belt.....	e	e	e	550
Total.....	\$5,040,414 k4,794,421	\$5,007,461	\$4,641,062	\$3,059,686 k3,040,086

*a* Organized in April, 1906.*b* Organized in 1910, figures for first six months in 1911.*c* Information not available in proper form.*d* Organized in May, 1905.*e* Information not available.*f* Began operations in August, 1903.*g* Consolidated in December, 1904.*h* Organized in May, 1904.*k* Total excluding roads not shown in other years.



## TOTAL OPERATING EXPENSES.

## By Selected Railroads.

Railroads.	1912.	1911.	1910.	1909.	1908.	1907.	1902
Baltimore and Ohio Southwestern )	\$64,709,538	\$62,766,067	\$61,333,801	\$47,551,976	\$54,150,879	\$55,337,616	\$33,098,721
Baltimore and Ohio . . . . . )							
Boston and Maine . . . . .	35,087,295	35,148,703	31,336,324	28,263,855	29,354,197	30,968,397	22,453,205
Buffalo, Rochester, and Pittsburgh . . . . .	6,464,229	6,145,856	5,903,905	4,665,171	5,202,744	5,268,637	2,633,284
Central New England . . . . .	1,766,844	1,898,715	1,733,233	1,599,183	1,705,170	2,584,413	436,249
Central Railroad of New Jersey . . . . .	15,348,779	14,198,996	13,268,483	12,560,517	13,161,679	14,044,363	9,670,726
Chicago, Indiana, and Southern . . . . .	3,355,477	2,877,380	2,615,128	2,191,688	2,085,207	2,106,763	a
Chicago, Terre Haute, and Southeastern . . . . .	1,295,076	c587,906					
Cincinnati, Hamilton, and Dayton . . . . .	7,317,253	7,398,589	7,597,297	6,501,594	6,797,197	7,085,266	3,414,881
Cincinnati Northern . . . . .	1,171,596	1,048,606	936,446	949,304	773,741	987,687	d
Cleveland, Cincinnati, Chicago, and St. Louis	22,961,662	23,818,520	21,234,065	19,178,318	19,086,799	19,586,455	13,267,819
Dayton and Union . . . . .	111,765	107,803	123,356	135,123	170,003	122,389	130,251
Delaware and Hudson . . . . .	12,966,950	12,717,796	11,531,037	11,027,202	11,451,372	11,194,372	6,468,548
Delaware, Lackawanna, and Western . . . . .	22,994,062	21,627,042	19,292,769	18,477,713	19,622,043	18,760,270	13,452,971
Detroit, Toledo, and Ironton . . . . .	1,576,655	1,743,814	1,493,970	1,279,921	1,497,115	1,562,945	e
Erie . . . . .	33,022,252	31,514,035	30,370,386	29,037,614	32,701,775	33,184,454	24,540,499
Grand Rapids and Indiana . . . . .	4,034,119	4,062,734	3,888,291	3,407,126	3,610,410	3,843,795	2,762,121
Hocking Valley . . . . .	4,579,042	4,600,947	4,739,829	3,926,084	4,083,209	4,480,275	3,083,832
Indiana Harbor Belt . . . . .	1,918,261	2,091,763	1,838,986	1,414,951	1,697,379	1,136,033	b
Kanawha and Michigan . . . . .	2,013,560	1,897,900	1,933,283	1,731,722	1,708,639	1,783,802	852,204
Lake Erie and Western . . . . .	4,291,563	4,457,226	4,000,440	3,727,079	3,536,355	3,563,606	2,900,975
Lake Shore and Michigan Southern . . . . .	32,662,751	34,721,326	31,485,414	26,120,941	26,874,570	28,538,257	20,386,924
Lehigh Valley . . . . .	24,720,250	23,407,318	21,684,147	20,575,735	22,203,705	22,074,253	19,629,547
Long Island . . . . .	8,037,092	7,796,973	6,720,923	6,325,071	8,054,738	7,938,993	4,119,227
Maine Central . . . . .	7,690,846	6,568,548	6,102,287	5,779,278	5,919,600	5,664,173	4,552,260
Michigan Central . . . . .	21,438,108	23,329,787	19,629,657	17,636,433	17,830,103	22,727,770	14,435,897
Monongahela . . . . .	617,962	654,505	658,527	403,145	458,277	610,891	f
New Jersey and New York . . . . .	525,424	475,068	441,855	426,373	490,737	451,538	257,389
New York Central and Hudson River . . . . .	76,694,273	74,532,000	69,000,000	61,619,360	65,562,106	72,438,274	46,839,929
New York, Chicago, and St. Louis . . . . .	8,216,758	8,186,964	7,045,063	6,489,725	6,545,330	7,707,343	5,537,846
New York, New Haven, and Hartford . . . . .	42,104,018	40,898,633	38,689,216	36,080,307	38,213,557	37,850,082	31,273,874
New York, Philadelphia, and Norfolk . . . . .	2,495,507	2,487,473	2,245,874	2,017,499	2,057,901	1,927,287	1,092,596
New York, Susquehanna, and Western . . . . .	1,781,917	1,738,117	1,614,051	1,502,650	1,771,329	1,714,662	1,065,476
Pennsylvania Lines (East of Pittsburgh) . . . . .	118,098,295	113,437,467	109,890,246	97,107,751	107,676,569	110,255,028	68,144,976
Pennsylvania Lines (West of Pittsburgh) . . . . .	38,891,812	34,849,860	34,858,060	26,885,584	29,685,794	33,845,997	20,609,286
Philadelphia and Reading . . . . .	28,516,878	27,675,842	26,563,618	23,825,679	25,458,296	25,889,331	16,516,496
Rutland . . . . .	2,567,000	2,491,721	2,237,954	2,090,833	2,184,084	2,132,260	1,397,942
Toledo, Peoria, and Western . . . . .	1,046,017	1,036,476	925,715	889,812	1,010,162	1,077,713	877,955
Toledo, St. Louis, and Western . . . . .	2,665,858	2,608,014	2,385,772	2,097,721	2,574,753	2,762,819	1,915,433
Vandalia . . . . .	7,945,448	8,061,216	7,449,592	6,630,136	7,002,092	7,585,365	g
Western Maryland . . . . .	4,883,280	4,440,228	d	3,705,728	3,589,884	3,562,391	1,193,800
Wheeling and Lake Erie . . . . .	5,038,335	4,714,267	4,776,054	4,200,718	4,298,244	4,519,945	2,539,310
Wabash Pittsburgh Terminal . . . . .	570,401	550,287	554,417	507,740	587,477	793,916	h
West Side Belt . . . . .	273,742	268,321	214,219	144,988	195,318	199,163	22,452
Total . . . . .	\$684,467,960	\$661,580,522	\$620,535,356	\$550,669,349	\$592,571,139	\$619,868,989	\$402,634,901
	j666,017,084	j647,055,345				j605,085,389	

a Organized April, 1906.

b Information not available.

c Organized in 1910—figures for first six months of 1911.

d Information not available in proper form.

e Organized May, 1905.

f Began operations August, 1903.

g Consolidated December, 1904.

h Organized May, 1904.

j Total excluding roads not shown in 1902.





## TOTAL OPERATING REVENUE.

## By Selected Railroads.

Railroads.	1912.	1911.	1910.	1909.	1908.	1907.	1902
Baltimore and Ohio . . . . . } Baltimore and Ohio Southwestern. }	\$92,594,323	\$88,145,944	\$88,901,252	\$71,500,351	\$73,608,781	\$2,701,447	\$51,178,051
Boston and Maine . . . . .	45,990,364	44,815,084	43,357,175	39,528,698	38,990,749	41,125,257	31,855,915
Buffalo, Rochester, and Pittsburgh . . . . .	9,542,368	9,134,402	8,936,117	7,171,897	7,484,028	8,383,374	6,163,637
Central New England . . . . .	3,458,626	3,218,235	3,022,720	2,530,213	2,108,787	2,153,367	593,965
Central Railroad of New Jersey . . . . .	25,887,738	24,799,235	23,851,511	22,068,279	22,614,936	25,554,015	16,551,036
Chicago, Indiana, and Southern . . . . .	3,975,556	3,686,756	3,722,389	2,815,469	2,712,127	2,919,047	a
Chicago, Terre Haute, and Southeastern . . . . .	1,827,361	c831,240	.....	.....	.....	.....	.....
Cincinnati, Hamilton, and Dayton . . . . .	9,825,321	9,570,282	9,446,524	7,897,048	7,960,612	9,093,830	5,397,177
Cincinnati Northern . . . . .	1,324,747	1,244,994	1,243,026	1,107,381	922,473	1,151,944	d
Cleveland, Cincinnati, Chicago, and St. Louis . . . . .	30,700,844	30,667,622	29,336,986	25,949,931	24,730,258	25,677,869	18,717,071
Dayton and Union . . . . .	141,687	148,453	162,536	161,793	150,965	153,970	158,765
Delaware and Hudson . . . . .	21,242,527	20,936,075	19,868,799	18,907,946	19,646,194	18,463,963	11,609,463
Delaware, Lackawanna, and Western . . . . .	35,492,527	35,947,966	36,005,988	33,553,436	33,810,254	34,572,807	22,171,606
Detroit, Toledo, and Ironton . . . . .	1,762,327	1,785,465	1,607,032	1,525,126	1,623,266	2,116,407	e
Erie . . . . .	48,438,096	48,256,288	46,678,553	43,224,890	42,599,731	49,405,480	37,300,134
Grand Rapids and Indiana . . . . .	5,182,223	5,071,128	5,091,088	4,605,292	4,656,751	4,994,085	3,809,082
Hocking Valley . . . . .	7,303,679	7,172,731	7,783,033	6,021,852	5,841,763	6,907,048	5,314,733
Indiana Harbor Belt . . . . .	2,626,984	2,427,978	2,129,268	1,544,335	1,569,128	790,960	b
Kanawha and Michigan . . . . .	3,145,252	3,111,052	2,769,657	2,127,637	2,022,938	2,377,662	1,096,359
Lake Erie and Western . . . . .	5,550,214	5,466,612	5,447,529	4,572,384	4,315,039	4,912,619	4,378,456
Lake Shore and Michigan Southern . . . . .	50,661,873	48,452,126	48,579,017	41,485,460	40,677,384	43,658,737	29,836,595
Lehigh Valley . . . . .	36,905,935	37,687,403	36,167,398	33,137,832	35,510,154	36,068,432	24,289,683
Long Island . . . . .	10,752,424	10,148,509	9,394,388	8,286,316	10,040,521	10,052,852	5,891,283
Maine Central . . . . .	10,643,051	9,067,803	8,922,312	8,337,723	8,514,256	8,348,139	6,278,019
Michigan Central . . . . .	31,342,468	29,766,826	28,812,502	25,481,599	25,656,237	27,490,427	18,763,890
Monongahela . . . . .	1,362,487	1,241,244	1,488,664	930,906	845,275	984,500	f
New Jersey and New York . . . . .	805,006	755,100	692,624	634,552	610,482	476,752	342,095
New York Central and Hudson River . . . . .	104,597,379	100,741,601	96,619,526	87,367,771	86,827,689	95,523,197	70,930,535
New York, Chicago, and St. Louis . . . . .	11,593,474	11,181,159	10,854,257	9,383,911	9,673,286	10,237,231	7,264,866
New York, New Haven, and Hartford . . . . .	64,933,055	62,153,435	60,693,668	54,347,631	53,050,147	55,601,936	43,521,087
New York, Philadelphia, and Norfolk . . . . .	3,424,154	3,372,484	3,367,648	2,910,018	2,929,604	2,817,728	1,492,117
New York, Susquehanna, and Western . . . . .	2,862,098	2,972,964	2,696,729	2,530,979	2,479,106	2,506,283	1,852,308
Pennsylvania Lines (East of Pittsburgh) . . . . .	164,191,846	157,234,107	159,960,806	138,449,119	149,356,912	157,474,389	105,997,482
Pennsylvania Lines (West of Pittsburgh) . . . . .	54,970,902	51,042,440	53,536,187	41,681,765	43,360,842	48,678,778	30,473,344
Philadelphia and Reading . . . . .	44,476,525	44,365,442	44,214,915	39,060,234	39,878,882	42,545,882	29,204,081
Rutland . . . . .	3,460,170	3,437,319	3,208,720	2,895,916	2,909,694	2,988,992	2,161,032
Toledo, Peoria, and Western . . . . .	1,276,600	1,293,562	1,173,420	1,094,158	1,221,480	1,356,902	1,152,034
Toledo, St. Louis, and Western . . . . .	3,865,229	3,777,677	3,772,636	3,428,644	3,818,467	4,141,630	2,640,880
Vandalia . . . . .	10,020,040	10,422,441	9,831,480	8,773,395	9,170,639	9,826,879	g
Western Maryland . . . . .	7,243,058	7,200,934	d	5,952,696	5,648,278	5,581,518	2,043,088
Wheeling and Lake Erie . . . . .	7,498,147	6,800,707	6,950,437	5,633,645	5,397,001	6,398,625	3,482,530
Wabash-Pittsburgh Terminal . . . . .	662,819	677,131	743,588	719,544	1,180,005	1,488,965	h
West Side Belt . . . . .	484,316	387,180	386,143	217,627	230,846	393,253	38,960
	\$984,056,232	\$950,936,316	\$931,422,268	\$819,555,399	\$836,355,968	\$898,097,178	\$503,951,369
	j960,493,911	j928,618,067	.....	.....	.....	j878,818,476	.....

a Organized April, 1906.

b Information not available.

c Organized in 1910—figures for first six months of 1911.

d Information not available in proper form.

e Organized May, 1905.

f Began operations August, 1903.

g Consolidated December, 1904.

h Organized May, 1904.

j Total excluding roads not shown in 1902.



## TOTAL FREIGHT REVENUE.

By Selected Railroads.

Railroads.	1912.	1911.	1910.	1909.	1908.	1907.	1902.
Baltimore and Ohio	\$72,465,544	\$67,629,937	\$69,408,113	\$53,872,416	\$55,681,786	\$64,805,568	\$38,698,801
Baltimore and Ohio Southwestern							
Boston and Maine	25,811,513	25,891,881	25,451,237	23,014,439	22,486,665	25,212,843	18,633,721
Buffalo, Rochester and Pittsburgh	8,174,728	7,743,179	7,562,259	6,601,572	6,338,934	7,608,002	5,127,179
Central New England	2,957,883	2,694,225	2,520,891	2,032,067	1,629,306	1,727,608	315,530
Central Railroad of New Jersey	19,039,423	18,742,450	18,077,082	16,588,966	17,557,070	19,209,767	12,543,076
Chicago, Indiana and Southern	3,529,632	3,399,224	3,365,543	2,490,320	2,443,439	2,418,439	a
Chicago, Terre Haute and Southeastern	1,579,586	c715,729					
Cincinnati, Hamilton and Dayton	7,202,252	6,904,049	6,757,319	5,490,390	5,600,595	6,498,675	3,895,176
Cincinnati Northern	1,048,572	956,248	974,417	855,475	681,196	811,257	d
Cleveland, Cincinnati, Chicago & St. Louis	20,370,626	19,974,596	19,276,750	16,600,101	15,473,752	16,633,081	11,920,097
Dayton and Union	45,277	46,254	60,522	63,518	55,823	62,018	60,276
Delaware and Hudson	17,578,095	17,422,502	16,038,103	15,610,183	16,134,955	15,115,563	8,929,473
Delaware, Lackawanna and Western	25,554,000	26,067,756	26,789,316	24,832,587	25,156,549	25,763,260	16,042,889
Detroit, Toledo and Ironton	1,475,931	1,468,441	1,331,930	1,267,789	1,365,216	1,433,825	e
Erie	35,701,864	35,914,587	34,491,580	32,047,037	31,069,434	35,437,370	27,710,678
Grand Rapids and Indiana	3,081,890	3,029,665	3,115,365	2,783,091	2,813,950	3,128,098	2,335,920
Hocking Valley	5,958,099	5,834,105	6,430,798	4,831,809	4,779,685	5,394,617	4,293,433
Indiana Harbor Belt	b	b	b	b	b	b	b
Kanawha and Michigan	2,732,888	2,688,647	2,394,148	1,762,341	1,647,337	1,773,812	888,729
Lake Erie and Western	4,350,465	4,271,142	4,326,901	3,537,215	3,321,184	3,761,560	3,044,254
Lake Shore and Michigan Southern	33,181,657	31,435,621	32,426,116	26,902,748	26,722,390	30,287,934	19,944,075
Lehigh Valley	30,892,556	31,842,825	30,579,597	28,123,502	30,186,582	30,107,572	18,956,245
Long Island	3,282,890	3,151,263	3,098,926	2,713,349	2,558,572	2,689,349	1,605,975
Maine Central	6,666,536	5,530,769	5,451,480	5,005,111	5,093,470	5,051,768	3,698,012
Michigan Central	20,267,921	19,234,551	19,083,243	16,935,506	17,049,185	19,515,514	12,882,608
Monongahela	1,316,973	1,193,317	1,441,981	888,966	789,038	925,415	f
New Jersey and New York	175,295	169,307	159,679	157,167	143,629	133,095	109,007
New York Central and Hudson River	61,262,436	58,852,262	56,871,059	50,796,117	50,837,545	57,602,590	40,659,779
New York, Chicago and St. Louis	9,626,330	9,154,128	8,986,999	7,627,924	7,832,523	8,595,997	5,811,807
New York, New Haven and Hartford	32,130,892	30,329,092	30,110,588	26,595,970	25,281,435	28,386,704	21,871,642
New York, Philadelphia and Norfolk	2,714,139	2,710,201	2,756,073	2,335,481	2,199,629	2,228,968	1,141,992
New York, Susquehanna and Western	1,923,250	2,051,556	1,748,369	1,642,681	1,604,310	1,798,139	1,412,696
Pennsylvania Lines (East of Pittsburgh)	119,005,819	113,727,012	118,410,382	100,356,160	108,389,918	118,316,971	77,221,542
Pennsylvania Lines (West of Pittsburgh)	41,206,703	38,378,809	41,765,827	31,290,470	32,698,925	39,172,719	23,559,270
Philadelphia and Reading	35,541,227	35,380,947	35,260,928	31,244,954	32,080,198	35,090,360	23,641,467
Rutland	1,881,125	1,894,603	1,784,115	1,586,061	1,603,767	1,768,530	1,229,760
Toledo, Peoria and Western	754,820	788,364	697,431	654,264	810,047	799,465	698,592
Toledo, St. Louis and Western	3,207,823	3,084,521	3,090,773	2,734,152	3,072,674	3,445,402	1,978,187
Vandalia	6,496,963	6,923,880	6,544,339	5,599,886	5,918,404	6,715,432	g
Western Maryland	6,001,113	5,938,426	d	4,863,175	4,570,319	4,401,340	1,626,032
Wheeling and Lake Erie	6,434,094	5,755,116	5,928,570	4,804,422	4,455,439	5,440,727	2,927,874
Wabash Pittsburgh Terminal	542,640	554,932	628,448	618,621	1,032,337	979,123	h
West Side Belt	472,495	378,459	384,386	216,358	222,626	316,458	31,664
Total	\$684,643,785	\$659,755,978	\$655,582,483	\$567,394,341	\$579,239,338	\$639,964,845	\$415,332,498
	j668,653,488	j644,633,407			j567,009,708	j626,681,354	

a Organized April, 1906.

b Information not available.

c Organized in 1910—figures for first six months 1911.

d Information not available in proper form.

e Organized May 5, 1905.

f Began operations August, 1903.

g Consolidated December, 1904.

h Organized May, 1904.

j Total excluding roads not shown in 1902.





## TOTAL PASSENGER SERVICE TRAIN REVENUE.

By Selected Railroads.

Railroads.	1912.	1902.
Baltimore and Ohio } .....	\$18,174,854	\$12,479,260
Baltimore and Ohio Southwestern } .....		
Boston and Maine .....	17,958,222	13,040,502
Buffalo, Rochester and Pittsburgh.....	1,219,666	921,538
Central New England .....	475,825	268,278
Central Railroad of New Jersey.....	5,999,434	3,749,091
Chicago, Indiana and Southern.....	354,141	a
Chicago, Terre Haute and Southeastern.....	230,561	b
Cincinnati, Hamilton and Dayton.....	2,066,413	1,491,663
Cincinnati Northern .....	264,746	c
Cleveland, Cincinnati, Chicago and St. Louis.....	9,527,694	6,528,830
Dayton and Union .....	88,444	98,479
Delaware and Hudson .....	3,391,147	2,558,069
Delaware, Lackawanna and Western.....	9,482,462	5,885,133
Detroit, Toledo and Ironton.....	210,597	d
Erie .....	11,620,086	8,695,074
Grand Rapids and Indiana.....	1,972,109	1,379,457
Hocking Valley .....	1,053,347	804,001
Indiana Harbor Belt .....	e	e
Kanawha and Michigan .....	386,618	199,135
Lake Erie and Western.....	1,089,464	1,257,318
Lake Shore and Michigan Southern.....	16,158,465	9,528,927
Lehigh Valley .....	5,462,983	4,169,034
Long Island .....	7,158,016	4,214,914
Maine Central .....	3,839,994	2,508,131
Michigan Central .....	10,124,156	5,792,819
Monongahela .....	38,864	f
New Jersey and New York.....	625,240	232,013
New York Central and Hudson River.....	40,167,570	28,052,625
New York, Chicago and St. Louis.....	1,747,454	1,442,049
New York, New Haven and Hartford.....	30,952,100	21,223,631
New York, Philadelphia and Norfolk.....	599,272	347,441
New York, Susquehanna and Western.....	866,432	432,573
Pennsylvania Lines (East of Pittsburgh).....	42,768,556	27,447,773
Pennsylvania Lines (West of Pittsburgh).....	12,015,157	6,597,499
Philadelphia and Reading .....	8,155,822	5,393,674
Rutland .....	1,472,808	872,704
Toledo, Peoria and Western.....	506,340	372,534
Toledo, St. Louis and Western.....	577,394	612,962
Vandalia .....	3,276,497	g
Western Maryland .....	1,177,870	417,056
Wheeling and Lake Erie.....	769,019	507,593
Wabash Pittsburgh Terminal .....	106,208	h
West Side Belt .....	9,013	4,086
Total.....	\$274,141,060	\$179,525,866
	k269,659,446	.....

a Organized in April, 1906.

b Organized in 1910.

c Information not available in proper form.

d Organized in May, 1905.

e Information not available.

f Began operations in August, 1903.

g Consolidated December, 1904.

h Organized in May, 1904.

k Total excluding figures for roads not shown in 1902.









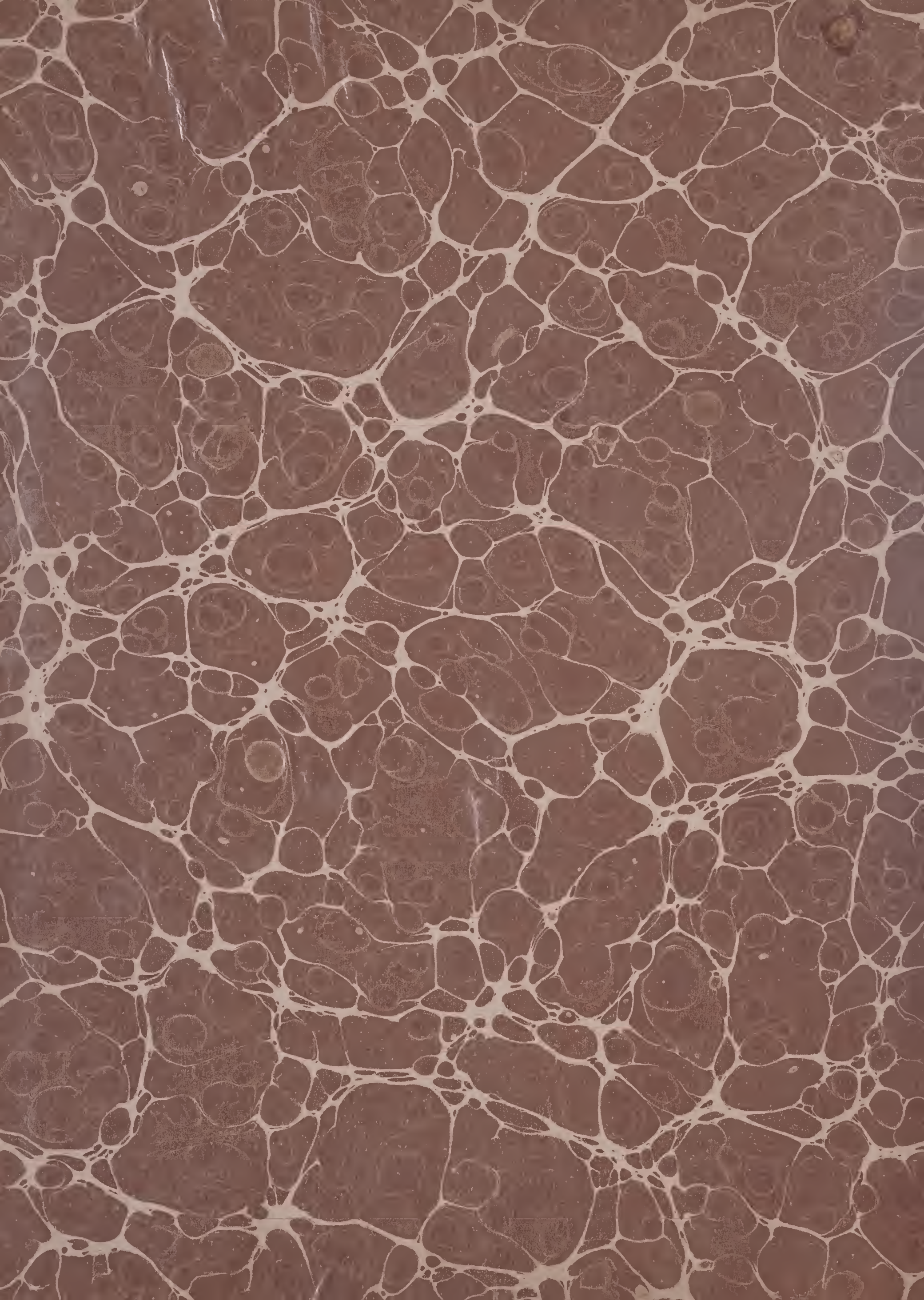
















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